

12/18/00

**SUBJ: AIRWORTHINESS CERTIFICATION OF AIRCRAFT AND RELATED PRODUCTS**

---

**1. PURPOSE.** This change incorporates revised guidance for the issuance of a U.S. Standard Airworthiness Certificate for new aircraft manufactured outside the United States along with general updates from field comments. Also included in this change are comments submitted from previous revisions that were not incorporated.

**2. DISTRIBUTION.** This change is distributed to the Washington headquarters branch levels of the Aircraft Certification Service, Flight Standards Service, and the Regulatory Support Division; to the Aviation System Standards Office; to the branch level in the Aircraft Certification Directorates and Regional Flight Standards Divisions; to all Aircraft Certification Offices; to all Manufacturing Inspection District and Satellite Offices; to all Flight Standards District Offices; to the Aircraft Certification Branch and Flight Standards Branch at the FAA Academy; to the Brussels Aircraft Certification Division and Flight Standards Staff; to applicable Representatives of the Administrator; and to all International Field Offices.

**3. EXPLANATION OF CHANGES.** Included in this change are:

**a.** Incorporation of appendix 1, Issuance of U.S. Standard Airworthiness Certificates for New Aircraft Manufactured Outside the United States.

**b.** Clarification of existing information, including previously submitted field comments.

**c.** Removal of the, Jet Flow Forms reference at the bottom of each effected form.

**4. DISPOSITION OF TRANSMITTAL.** After filing the attached pages, this change transmittal shall be retained.

---

**PAGE CONTROL CHART**

---

<b>Remove Pages</b>	<b>Dated</b>	<b>Insert Pages</b>	<b>Dated</b>
vii	9/30/99	vii	12/18/00
viii	9/30/99	viii	9/30/99
xi	9/30/99	xi	9/30/99
xii	9/30/99	xii	12/18/00
3 and 4	9/30/99	3 and 4	12/18/00
5	9/30/99	5	12/18/00

---

**PAGE CONTROL CHART**


---

<b>Remove Pages</b>	<b>Dated</b>	<b>Insert Pages</b>	<b>Dated</b>
6	9/30/99	6	9/30/99
13 thru 14	9/30/99	13 thru 14	12/18/00
23	9/30/99	23	12/18/00
24	9/30/00	24	9/30/99
29	9/30/99	29	9/30/99
30	9/30/99	30	12/18/00
49	9/30/99	49	9/30/99
50	9/30/99	50	12/18/00
51 thru 54	9/30/99	51 thru 54	12/18/00
67 thru 76	9/30/99	67 thru 76	12/18/00
93 thru 98	9/30/00	93 thru 98	12/18/00
101	9/30/99	101	12/18/00
102	9/30/99	102	9/30/99
105	9/30/00	105	12/18/00
106	9/30/00	106	9/30/99
109	9/30/99	109	9/30/99
110	9/30/99	110	12/18/00
111 and 112	2/15/00	111 and 112	12/18/00
123	9/30/99	123	12/18/00
124	9/30/99	124	12/18/00
127	2/15/00	127	12/18/00
128	9/30/99	128	12/18/00
135	9/30/99	135	9/30/99
136	9/30/99	136	12/18/00
141 (and 142)	9/30/99	141 (and 142)	12/18/00
157 thru 167	9/30/99	157 thru 167	12/18/00
168	9/30/99	168	9/30/99
169 thru 171	9/30/99	169 thru 171	12/18/00
172	9/30/99	172	9/30/99
181	9/30/99	181	9/30/99
182 thru 184	9/30/99	182 thru 184	12/18/00
187	9/30/99	187	9/30/99
188 and 189	9/30/99	188 and 189	12/18/00
190 and 191	9/30/99	190 and 191	9/30/99
192	9/30/99	192	12/18/00
195 thru 198	9/30/99	195 thru 198	12/18/00
201	9/30/99	201	12/18/00
202	9/30/99	202	9/30/99
209 thru 212	9/30/99	209 thru 212	12/18/00

---

**PAGE CONTROL CHART**

---

<b>Remove Pages</b>	<b>Dated</b>	<b>Insert Pages</b>	<b>Dated</b>
249	9/30/99	249	12/18/00
250	9/30/99	250	9/30/99
253 (and 254)	9/30/99	253 (and 254)	12/18/00
		Appendix 1, 1 thru 8	12/18/00

/S/

Frank P. Paskiewicz

Manager, Production and Airworthiness  
Division

<i>Paragraph</i>	<i>Page</i>
------------------	-------------

## **SECTION 5. PRIMARY CATEGORY AIRCRAFT AIRWORTHINESS CERTIFICATIONS**

118.	General .....	91
119.	Certification Procedures .....	92
120.	Reserved .....	92

## **SECTION 6. GENERAL EXPERIMENTAL AIRWORTHINESS CERTIFICATIONS**

121.	General.. .....	93
122.	Eligibility.....	94
123.	Demilitarization of Former Military Aircraft.....	95
124.	Aircraft Equipped with Ejection Seats or Jettisonable Stores.....	96
* 125.	Flight Test Areas .....	97 *
126.	Operating Outside Flight Test Areas.....	98

## **SECTION 7. EXPERIMENTAL AMATEUR-BUILT AIRWORTHINESS CERTIFICATIONS**

127.	General.. .....	99
128.	Certification Procedures .....	104
129.	Evaluation of Amateur-Built Aircraft/Kits .....	106
130.	Kit Evaluations at Manufacturers' Facilities .....	107
131.	Changes to Eligible Kits.....	108
132.	Instructions for Completing Form 8000-38 .....	109
133.	Flight Test Areas .....	109
134.	Issuance of Experimental Amateur-Built Operating Limitations .....	111
135.	Reserved.....	115

## **SECTION 8. CERTIFICATION AND OPERATION OF AIRCRAFT UNDER THE EXPERIMENTAL PURPOSE(S) OF EXHIBITION AND AIR RACING**

136.	General .....	117
137.	Former Military Aircraft .....	118
138.	Brokering.....	119
139.	Groups of Aircraft .....	119
140.	Special Certification Requirements.....	121
141.	Certification Procedures .....	123
142.	Issuance of Experimental Exhibition and Air Racing Operating Limitations .....	123
143.	Reserved .....	131

<i>Paragraph</i>	<i>Page</i>
------------------	-------------

**SECTION 9. CERTIFICATION AND OPERATION OF AIRCRAFT UNDER THE EXPERIMENTAL PURPOSE(S) OF RESEARCH AND DEVELOPMENT, SHOW COMPLIANCE WITH REGULATIONS, CREW TRAINING, MARKET SURVEYS, AND OPERATING KIT-BUILT AIRCRAFT**

144.	General .....	133
145.	Special Certification Requirements.....	134
146.	PC/APIS Holder's Experimental Operating Procedure .....	134
147.	Issuance of Experimental Research and Development, Show Compliance with Regulations, Crew Training, Market Surveys, and Operating Kit-Built Aircraft Operating Limitations .....	136
148.-149.	Reserved.....	141

**SECTION 10. PROVISIONAL AIRWORTHINESS CERTIFICATION**

150.	General .....	143
151.	Eligibility.....	143
152.	Special Purpose Operations.....	143
153.	Statement of Conformity .....	143
154.	Certification Procedures.....	143
155.	Special Airworthiness Certificate, FAA Form 8130-7.....	143
156.	Operating Limitations .....	144
157.-170.	Reserved.....	144

**SECTION 11. SPECIAL FLIGHT PERMITS**

171.	General .....	145
172.	Purposes .....	146
173.	Application and Issuance (General) .....	147
174.	Aircraft Inspections .....	147
175.	Special Operating Limitations.....	148
176.	Special Flight Permits for Operation of Overweight Aircraft.....	149
177.	Special Flight Permit for Production Flight Testing .....	152
178.	Special Flight Permit for Conducting Customer Demonstration Flights .....	153
179.	Special Flight Permit for Certain Large Aircraft to Which Part 125 is Not Applicable (Seating Capacity of 20 or More or Maximum Payload Capacity of 6000 Pounds or More) .....	154
180.-183.	Reserved.....	156
Figure 4-1.	Sample FAA Form 8130-7, Special Airworthiness Certificate (1 page) .....	157
Figure 4-2.	Sample FAA Form 8130-7, Special Airworthiness Certificate for Restricted Category Aircraft Certificated Under § 21.25(b)(7) (1 page).....	158
Figure 4-3.	Sample FAA Form 8130-6, Airworthiness Application for Primary Category Aircraft Certificated Under § 21.184(a) (2 pages) .....	159

<i>Paragraph</i>		<i>Page</i>
219.	Identification and Marking.....	205
220.	Return to Service.....	206
221.	Special Maintenance Records Consideration.....	206
222.-223.	Reserved.....	207

## **CHAPTER 7. SPECIAL FLIGHT AUTHORIZATIONS FOR NON-U.S. REGISTERED CIVIL AIRCRAFT**

224.	General.....	209
225.	Eligibility.....	209
226.	Blanket Special Flight Authorizations .....	210
227.	Application.....	210
228.	Issuance .....	212
229.	Duration.....	213
230.	Operating Limitations .....	213
231.	Special Flight Authorizations for Operation of Canadian-Registered Amateur-Built Aircraft in the United States .....	217
232.-235.	Reserved.....	218
Figure 7-1.	Sample Special Flight Authorization for the Flight of an Aircraft to a Place Where Repairs or Alterations are to be Made (2 pages).....	219
Figure 7-2.	Sample Special Flight Authorization for the Flight of an Aircraft to a New Country of Registry (2 pages).....	221
Figure 7-3.	Sample Special Authorization for the Purpose of Flight Testing (2 pages).....	223
Figure 7-4.	Sample "Blanket" Special Flight Authorization for Customer Crew Training (2 pages) .....	225
Figure 7-5.	Sample Special Flight Authorization for Export Delivery (2 pages) .....	227
Figure 7-6.	Sample "Blanket" Special Flight Authorization for Delivering Aircraft for the Purpose of Export Delivery (2 pages) .....	229
Figure 7-7.	Sample Special Flight Authorization for the Purpose of Demonstration (2 pages) .....	231
Figure 7-8.	Sample Special Flight Authorization for Canadian-Registered Amateur-Built Aircraft (2 pages) .....	233
Figure 7-9.	Sample "Blanket" Special Flight Authorization for Glider Meet (2 pages).....	235

## **CHAPTER 8. PROCESSING FORMS, REPORTS, AND CERTIFICATION FILES**

236.	General .....	237
237.	Application for Airworthiness Certificate.....	237
238.	Completion of FAA Form 8100-2.....	245
239.	Completion of FAA Form 8130-7.....	246
240.	Reserved.....	247
241.	Completion of FAA Form 8130-4.....	247
242.	Completion of FAA Form 8130-1.....	248
243.	Examination, Review, and Routing of Certification Files .....	250

*Paragraph* ..... *Page*

244.-250. Reserved ..... 252

Figure 8-1. Forms Listing and Availability ..... 253

\* **APPENDIX 1. ISSUANCE OF U.S. STANDARD AIRWORTHINESS CERTIFICATES FOR  
NEW AIRCRAFT MANUFACTURED OUTSIDE THE UNITED STATES**

1. Purpose.....1

2. Applicability.....1

3. Procedure.....1

4. Administrative Requirements.....8

\*

<b>TPA</b>	Turbine-Powered Aircraft
<b>TSO</b>	Technical Standard Order
<b>U.S.</b>	United States
<b>VFR</b>	Visual Flight Rules
<b>VLA</b>	Very Light Aircraft

**8. DEFINITIONS.** Some of the definitions included in 14 CFR part 1, Definitions and Abbreviations, and other publications are listed below:

**a. Aircraft Category.** The term "category," as used with respect to the certification of aircraft, means a grouping of aircraft based upon its intended use or operating limitations, e.g., Normal, Utility, Acrobatic, Primary, etc. For purposes of this order, gliders and balloons will be referred to as categories in lieu of classifications.

**b. Aircraft Classification.** The term "classification," as used with respect to the certification of aircraft means a broad grouping of aircraft having similar characteristics of propulsion, flight, or landing, e.g., airplane, rotorcraft, glider, and balloon.

**c. Bilateral Agreement.** An executive agreement between the United States government and the government of another country to facilitate the airworthiness approval or acceptance of civil aeronautical products exported from one country (contracting state) to the other. There are two types of bilateral agreements related to airworthiness: bilateral airworthiness agreements (BAA) and bilateral aviation safety agreements (BASA). These agreements are not trade agreements, but rather technical cooperation agreements. These agreements are intended to provide a framework for the airworthiness authority of the importing country to give maximum practicable credit to airworthiness certification functions performed by the airworthiness authority of the exporting country using its own certification system.

**d. Category of Special Airworthiness Certificates.** The term "category" is also used to identify the six specific certification processes and certificates issued as special airworthiness certificates.

**e. Certification Office.** The FAA Certification Office at which the applicant applies for airworthiness certification or related approval (i.e., MIDO, MISO, FSDO, IFO, CMO, CMU, and the Brussels Aircraft Certification Division).

**f. Classification of Airworthiness Certificates.** The term "classification" is also used to distinguish between the two certification processes and certificates, i.e., standard and special.

**g. Exception.** Case to which a rule, general principle, etc., does not apply.

**h. Exemption.** To free from a rule or obligation that others must observe; excuse; release.

**i. Manufacturer.** Any PAH or DOA.



**9. INTERPRETATION OF THE TERM "AIRWORTHY" FOR U.S. TYPE CERTIFICATED**

**AIRCRAFT.** The term "airworthy" is not defined in Title 49 or the regulations; however, a clear understanding of its meaning is essential for use in the agency's Airworthiness Certification program. Below is an analogy of the conditions necessary for the issuance of an airworthiness certificate. A review of case law relating to airworthiness reveals two conditions that must be met for an aircraft to be considered "airworthy." Title 49 Section 44704(c) and 14 CFR part 21, Certification Procedures for Products and Parts (part 21), § 21.183(a), (b), and (c), all relate to the two conditions necessary for issuance of an airworthiness certificate. The statutory language establishes the two conditions as:

**a.** The aircraft must conform to its TC. Conformity to type design is considered attained when the aircraft configuration and the components installed are consistent with the drawings, specifications, and other data that are part of the TC, and would include any STC and field approved alterations incorporated into the aircraft.

**b.** The aircraft must be in a condition for safe operation. This refers to the condition of the aircraft relative to wear and deterioration, e.g., skin corrosion, window delamination/crazing, fluid leaks, tire wear, etc.

**NOTE: If one or both of these conditions were not met, the aircraft would be considered unairworthy. Aircraft which have not been issued a TC must meet the requirements of paragraph 9b above.**

- \* **10. INFORMATION CURRENCY.** Any deficiencies found, clarifications needed, or improvements suggested regarding the content of this order will be forwarded (written or electronically) to the Aircraft Certification Service, the Automated Systems Branch, AIR-520, Attention: Directives Management Officer, for consideration. FAA Form 1320-19, Directive Feedback Information, is located on the last page of this order for your convenience or you may obtain it from the AIR-200 Web Site at: <http://www.faa.gov/avr/air200/200home.htm>. A copy may be forwarded to the Production and Airworthiness Division, AIR-200, Attention: Comments to Order 8130.2. If an interpretation is urgently needed, you may contact AIR-100, AIR-200, or for Flight Standards concerns, AFS-300. Always use Form 1320-19 to follow up each verbal conversation.

\*

**11. RESERVED.**

## CHAPTER 2. GENERAL POLICIES AND PROCEDURES

### SECTION 1. GENERAL INFORMATION

#### 12. REPRESENTATIVES OF THE FAA AUTHORIZED TO ISSUE AIRWORTHINESS CERTIFICATES AND RELATED APPROVALS.

a. Consistent with applicable Aircraft Certification Service policies and instructions, a Manufacturing ASI or Flight Standards Airworthiness ASI is authorized to issue airworthiness certificates and related approvals covered in this order.

b. The FAA is authorized under 14 CFR part 183, Representatives of the Administrator (part 183), to designate private persons or organizations to act as representatives of the Administrator to issue airworthiness certificates and related approvals. A DMIR, DAR, and ODAR may issue standard and special airworthiness certificates, airworthiness approvals, export approvals, and may perform certain other examinations, inspections, and testing services relative to certification functions in the areas of manufacturing and maintenance. The designee's Certificate of Authority shall specify the type and limitation of authority granted.

\* **NOTE: The authority of a DMIR or manufacturing ODAR must be specifically linked to a PAH or PAH's approved supplier.** \*

c. The FAA is authorized under part 21, subpart J, Delegation Option Authorization Procedures, and subpart M, Designated Alteration Station Authorization Procedures to delegate to organizations for the purpose of issuing airworthiness certificates and related approvals. A DOA may issue airworthiness certificates, airworthiness approvals, conformity certifications, and export approvals. A DAS may issue experimental certificates and amend standard airworthiness certificates under the conditions prescribed in part 21.

d. The use of electronic signatures on airworthiness certificates, including export certificates of airworthiness, is not permitted.

#### 13. RESPONSIBILITIES OF FAA INSPECTORS AND DESIGNEES.

a. The procedures in this order cover original airworthiness certification for which Manufacturing Inspectors are primarily responsible, and recurrent airworthiness certification for which Flight Standards Airworthiness Inspectors are primarily responsible. Manufacturing and Flight Standards ASI's may assist each other by mutual agreement.

b. The FAA designees, within the limits of their authority, are authorized to issue original or recurrent airworthiness certificates and related approvals. They are responsible for determining that the products or parts submitted to them conform to the approved type design, are in a condition for safe

operation, and meet any other specified requirements. They are also responsible for the completeness, accuracy, and processing of all official documents and paperwork as provided for in this order. All actions taken by the designees on behalf of the FAA are subject to the monitoring, review, and approval of the supervising FAA inspector.

**c.** FAA inspectors are responsible for training and supervising designees assigned to them regarding airworthiness certification procedures and all related documentation. The supervising FAA inspector should also assure that designees have been provided (or have access to) the appropriate regulations, instructions, and forms necessary for the performance of their designated duties.

**d.** FAA inspectors will supervise and maintain surveillance over the certification activities accomplished by designees to ensure that all certifications and approvals comply with the applicable rules, policies, and procedures.

**NOTE: Within the text of this order the term "FAA" refers to the FAA inspector and/or authorized designee.**

**14. POSSESSION AND DISPLAY OF AIRWORTHINESS CERTIFICATES.** Any airworthiness certificate issued to a U.S.-registered civil aircraft must be displayed at the cabin or cockpit entrance so that the certificate is legible to passengers or crew (14 CFR part 91, General Operating and Flight Rules (part 91), § 91.203(b)).

## **15. AIRCRAFT REGISTRATION.**

**a. Registration.** The procedures for aircraft registration and issuance of registration numbers are contained in 14 CFR part 47, Aircraft Registration (part 47). The registration of aircraft is not a function of airworthiness certification; however, U.S. registration is a prerequisite for issuance of an airworthiness certificate. The FAA must ensure that an aircraft presented for airworthiness certification is properly registered (Title 49, § 44704(c), and § 21.173).

**b. Proof of Ownership.** The applicant for registration of an aircraft must submit proof of ownership to the FAA Aircraft Registration Branch (AFS-750) that meets the requirements prescribed in part 47. The Aeronautical Center Form 8050-2, Aircraft Bill of Sale, or its equivalent may be used as proof of ownership. If the applicant did not purchase the aircraft from the last registered owner, the applicant must submit a complete chain of ownership from the last registered owner to the applicant. The purchaser under a contract of conditional sale is considered the owner for the purpose of registration. The contract of conditional sale may be submitted as proof of ownership in lieu of a bill of sale.

**c. Aircraft Operation Outside the United States Pending U.S. Registration.** For aircraft operations to or from the U.S., including operations conducted wholly outside the U.S., a current airworthiness certificate and Aircraft Registration Certificate, Aeronautical Center Form 8050-3, must be carried in the aircraft. Pending receipt of Form 8050-3, AFS-750 will, upon request, transmit a telex/facsimile confirmation of registration to the party whose name appears on the application as owner or authorized agent. The telex/facsimile may be used as a temporary Certificate of Aircraft Registration pending receipt of the original certificate.

## SECTION 2. AIRWORTHINESS CERTIFICATES AND CERTIFICATIONS

**24. GENERAL.** FAA Form 8100-2, Standard Airworthiness Certificate, and FAA Form 8130-7, Special Airworthiness Certificate, will be referred to as being either a standard or a special classification within the text of this order.

### 25. CLASSIFICATION AND CATEGORY OF AIRWORTHINESS CERTIFICATES.

**a. Standard Classification.** Form 8100-2 may be issued for an aircraft that fully complies with all the requirements applicable to Normal, Utility, Aerobatic, Commuter and Transport category, Manned Free Balloons, or for any other special classes of aircraft designated by the Administrator.

**b. Special Classification.** Form 8130-7 may be issued for an aircraft that does not meet the requirements for a standard airworthiness certificate. The certificate may be issued for an aircraft that meets the following:

(1) **Primary.** Aircraft that satisfies the requirements of § 21.184.

(2) **Restricted.** Aircraft that satisfies the requirements of § 21.185.

(3) **Limited.** Aircraft that satisfies the requirements of § 21.189.

(4) **Provisional.** Aircraft that satisfies the applicable requirements of part 21, subpart C, Provisional Type Certificates, and subpart I, Provisional Airworthiness Certificates.

(5) **Experimental.** For any category aircraft, including amateur-built (§§ 21.191, 21.193, and 21.195).

(6) **Special Flight Permits.** Form 8130-7 may be issued for an aircraft that does not currently meet applicable airworthiness requirements, but is capable of safe flight, and meets the requirements of §§ 21.197 and 21.199.

### 26. REPLACEMENT, EXCHANGE, OR AMENDMENT OF AIRWORTHINESS CERTIFICATES.

#### a. Replacement.

(1) The FAA may issue a replacement airworthiness certificate when a certificate is declared lost, has been mutilated, or is no longer legible. The replacement airworthiness certificate shall carry the original issue date of the certificate being replaced, preceded by a capital "R" in the date block of the certificate. Additionally, replacement certificates will be issued when the aircraft registration number has been changed. In this case a new application for airworthiness certification is not required.

\* (2) Request for a replacement certificate will be made to the applicable certification office. The registered owner or certificate operator will certify this by submitting a signed statement containing the \*

\* registration number (N number), serial number, make, and model of the aircraft, and a reason the replacement certificate is needed. Replacement of airworthiness certificates shall not be accomplished by verbal agreement with the assigned inspectors or through procedures contained in air carrier's manuals that allow the continued operation of an aircraft without an airworthiness certificate. Such actions are contrary to §§ 91.203(b), 121.153(a)(1), and 14 CFR part 135, Operating Requirements: Commuter and On Demand Operations and Rules Governing Persons on Board Such Aircraft (part 135), § 135.25(a). \*

(3) A replacement airworthiness certificate may be issued without supporting documentation from AFS-750 if the date of issuance and the airworthiness classification and/or category of the lost or mutilated certificate can be positively established from the aircraft records, or from the remains of the certificate. If there is insufficient data upon which to base issuance of the replacement certificate, the FAA inspector will request copies of the appropriate data (such as the application form or previously issued airworthiness certificate) from AFS-750.

(4) Before issuing a replacement certificate, the FAA shall review the aircraft records, and if necessary, inspect the aircraft to ensure the applicant's request is justified, and the aircraft is eligible for the airworthiness certificate requested.

(5) A copy of the replacement certificate must be forwarded to AFS-750.

#### **b. Amendment.**

(1) Either a standard or special airworthiness certificate may be amended under the following situations:

(a) Modification, i.e., STC or amended TC, that changes the category of the aircraft specified in Block #4 of the standard airworthiness certificate.

(b) A change to the "Exceptions" specified in Block #5 of the standard airworthiness certificate.

(c) A change in the aircraft model specified in Block #2 of the standard airworthiness certificate.

(d) A change in the operating limitations for an aircraft with a special airworthiness certificate.

(2) A DAS may amend a standard airworthiness certificate under § 21.451(b)(3).

(3) When a certificate is amended, the issuance date will be the current date; also the capital letter "A" will be typed in front of the date.

(4) Any amendment of an airworthiness certificate will require submission of FAA Form 8130-6, Application for Airworthiness Certificate. An appropriate record entry, in accordance with chapter 8 of this order, will be made in the aircraft records documenting the issuance of the amended certificate.

**FIGURE 2-2. SAMPLE RESPONSE LETTER REGARDING IDENTIFICATION PLATES**

U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

March 3, 2000

Mr. William Blue  
220 West Broad Street  
Boston, Massachusetts 26204

Dear Sir:

This is in response to your letter dated February 14, 2000, concerning disposition of the identification plate from Cessna Model 305A, Registration No. N5297G, Serial No. 305A-12345.

The aircraft will be scrapped as a result of an accident. It is requested that the aircraft registration, airworthiness certificate, identification plate, and a copy of this letter be forwarded to the address listed below.

Federal Aviation Administration  
Aircraft Registration Branch, AFS-750  
Mike Monroney Aeronautical Center  
P.O. Box 25504  
Oklahoma City, Oklahoma 73125-0750

Sincerely,

John J. Doe, Manager  
Burlington Manufacturing  
Inspection District Office

## FIGURE 2-3. SAMPLE LIMITATIONS FOR THE OPERATION OF AN AIRCRAFT WITH A DOOR REMOVED



U.S. Department  
of Transportation

### Federal Aviation Administration

Make \_\_\_\_\_  
Model \_\_\_\_\_ Serial No. \_\_\_\_\_  
Registration No. \_\_\_\_\_

#### AIRCRAFT OPERATING LIMITATIONS

The aircraft described above may be flown with not more than one cabin door removed for the purpose of (see note below), provided the aircraft is operated in accordance with the applicable Federal Aviation Regulations and the following limitations:

**Note: Show specific operations; e.g., intentional parachute jumping, skydiving, etc.**

1. Maximum speed not to exceed any of the following:

The approved maneuvering speed.  
70 percent maximum level flight speed.  
70 percent maximum structural cruising speed.

2. Aerobatic maneuvers are not permitted.
3. Maximum yaw angle 10 degrees; maximum bank angle 15 degrees.
4. An FAA-approved safety belt shall be provided and worn by each occupant during takeoff and landing and at all other times when required by the pilot-in-command.
5. All occupants shall wear parachutes when intentional parachute jumping and skydiving operations are conducted.
6. Smoking is not permitted.
7. When operations other than intentional parachute jumping and skydiving are conducted, a suitable guardrail or equivalent safety device shall be provided for the doorway.
8. All loose articles shall be tied down or stowed.
9. No baggage shall be carried.
10. Parachutist's static lines shall be kept free of pilot's controls and control surfaces.

d. MIDO's and MISO's having CM responsibility for a particular manufacturer have access to and can provide pertinent information, technical data, etc., as necessary for the certification effort. It is the applicant's responsibility to provide the type design data for those parts and components for which a conformity determination must be made.

**45. BASIC ELIGIBILITY REQUIREMENTS.** Before a standard airworthiness certificate can be issued, the applicant must show that:

- a. The aircraft conforms to its approved type design and is in a condition for safe operation.
- b. Any alterations were accomplished in accordance with an approved STC or other FAA-approved data.
- c. All applicable AD's have been complied with.
- d. If altered while in another category, the aircraft continues to meet, or has been returned to, its approved type design configuration and is in a condition for safe operation.

**46. CERTIFICATION PROCEDURES.** The procedures described herein are consistent with any other specific procedures prescribed in paragraphs dealing with individual airworthiness categories.

a. Obtain from the applicant a properly executed Form 8130-6, and any other documents required for certification. The applicant must have the form completed and the appropriate sections signed prior to submitting it to the FAA. The application for a U.S. airworthiness certificate must be made by the registered owner or an agent who has a notarized letter of authorization from the registered owner.

b. Contact AFS-750 to determine that an application for airworthiness certification has not previously been denied. If it was denied, the reasons stated in the denial letter must be rectified prior to issuing an airworthiness certificate.

c. Arrange with the applicant to make available for inspection and review the aircraft, aircraft records, and any other data necessary to establish conformity to its type design.

d. Determine that the aircraft is properly registered in accordance with part 47.

e. As applicable, ensure compliance with the noise standards of §§ 21.93(b), 21.183(e), 14 CFR part 36, Noise Standards: Aircraft Type and Airworthiness Certification (part 36), or part 91. Also ensure compliance with the fuel venting and exhaust emission requirements of 14 CFR part 34, Fuel Venting and Exhaust Emission Requirements for Turbine Engine Powered Airplanes (part 34), and the applicable passenger emergency exit requirements of § 21.183(f) and SFAR 41.

f. Review records and documentation to the extent necessary to establish that:



(1) All of the required records and documentation are provided for the aircraft, i.e., an up-to-date approved flight manual, a current weight and balance report, equipment list, maintenance records, FAA-accepted ICAW and/or FAA-accepted maintenance manual(s) (MM), and any other manuals required by §§ 21.31, 21.50, 14 CFR part 23, Airworthiness Standards: Normal, Utility, Acrobatic, and Commuter Category Airplanes (part 23), § 23.1529, 14 CFR part 25, Airworthiness Standards: Transport Category Airplanes (part 25), § 25.1529, 14 CFR part 27, Airworthiness Standards: Normal Category Rotorcraft (part 27), § 27.1529, 14 CFR part 29, Airworthiness Standards: Transport Category Rotorcraft (part 29), § 29.1529, 14 CFR part 33, Airworthiness Standards: Aircraft Engines (part 33), § 33.4, and 14 CFR part 35, Airworthiness Standards: Propellers (part 35), § 35.4. These documents must be in the English language.

\* (2) The aircraft is eligible by make, model, and serial number, using the TCDS, aircraft specifications, and/or applicable aircraft listing. \*

(3) The inspection records and technical data reflect that the aircraft conforms to the type design, and all required inspections and tests have been satisfactorily completed, and the records are complete and reflect no unapproved design changes.

(4) The aircraft has been flight tested in accordance with paragraph 61 of this order, if required. If it has not been flight tested, issue the appropriate special airworthiness certificate prescribed in chapter 4. The flight test must be recorded in the aircraft records in accordance with § 91.417(a)(2)(i) as time in service as defined in part 1. Aircraft assembled by a person other than the manufacturer (e.g., a dealer or distributor) must have been assembled and, when applicable, flight tested in accordance with the manufacturer's FAA-approved procedures.

(5) Large airplanes, turbojet, or turbopropeller multi-engine airplanes comply with the inspection program requirements of part 91, subpart E, Maintenance, Preventive Maintenance, and Alterations, or other CFR referenced therein. A supplemental structural inspection program is also required for certain large transport category airplanes. Reference AC 91-56, Supplemental Structural Inspection Program for Large Transport Category Airplanes.

(6) The TC holder or STC holder has furnished one set of FAA-accepted ICAW or one complete set of FAA-accepted Maintenance Manuals (MM's) to the owner of the aircraft when the first standard airworthiness certificate is issued, or has procedures in place that will positively ensure that FAA-accepted ICAW/MM are provided upon delivery of the aircraft, as required by §§ 21.17(a) and (b), 21.31, and 21.50. The ICAW/MM are also required for all TC and STC products. If no FAA-accepted ICAW/MM are available, the FAA inspector having certificate management responsibility over the manufacturer will contact the ACO and Aircraft Evaluation Group (AEG) to determine the status of the ICAW/MM. The FAA inspector is responsible for ensuring that the manufacturer and company designees are made aware of the status of the ICAW/MM. No deliveries will be allowed prior to the ICAW/MM approval.

**NOTE: For additional information relative to import products, reference AC 21-23, Airworthiness Certification of Civil Aircraft, Engines, Propellers, and Related Products Imported to the United States.**

**68. CERTIFICATION PROCEDURES.** The following would be some of the typical steps taken by the FAA inspector toward certification of the aircraft in conjunction with those specified in paragraph 46 of this order.

- a. Ensure that the application is complete and correct.
- b. Inspect the aircraft and review records to determine:
  - (1) Compliance and conformity to the TC, taking into account any STC's or any amendments to the TC.
  - (2) Compliance with applicable AD's.
  - (3) Currency of weight and balance from actual weighing; it is recommended that the inspector observe the actual weighing.
  - (4) Which inspections and tests, including flight tests, are required to find that the aircraft is in a condition for safe operation. The FAA production flight test requirements will be coordinated with FAA flight test personnel.
  - (5) An approved flight test procedure and flight check-off form has been established (when a flight test is deemed necessary) and that each aircraft is flight tested by the applicant's pilot in accordance with that procedure. The FAA production flight tests will not be conducted until an entry has been placed in the aircraft records to show that these tests have been satisfactorily completed by the applicant.
  - (6) Compliance with the registration and marking requirements of parts 47 and 45.
  - (7) The civil model designation is reflected on the identification plate and all the airworthiness documentation, including registration and airworthiness certificates, reflect the civil and military model designation and serial number. The military designation and serial number should be placed in parentheses in the same blocks as the civil model and serial number.

**69. EXAMPLES OF FORMS.** Figures 3-1 through 3-15 provide examples of forms used in the certification process.

**70.-85. RESERVED.**

**FIGURE 3-1. SAMPLE FAA FORM 8100-2, STANDARD AIRWORTHINESS CERTIFICATE, NEW AIRCRAFT (FACE SIDE)**

UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION

**STANDARD AIRWORTHINESS CERTIFICATE**

1 NATIONALITY AND REGISTRATION MARKS	2 MANUFACTURER AND MODEL	3 AIRCRAFT SERIAL NUMBER	4 CATEGORY
N12345	Douglas DC-6A	43219	Transport

5 AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention of International Civil Aviation, except as noted herein.

Exceptions:

None

6 TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
1/20/00	E.R. White <i>E.R. White</i>	NE-XX

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA Form 8100-2 (8-82)

**SAMPLE FAA FORM 8100-2, STANDARD AIRWORTHINESS CERTIFICATE, SPARE AND SURPLUS PARTS (FACE SIDE)**

UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION

**STANDARD AIRWORTHINESS CERTIFICATE**

1 NATIONALITY AND REGISTRATION MARKS	2 MANUFACTURER AND MODEL	3 AIRCRAFT SERIAL NUMBER	4 CATEGORY
N54321	Jackson 47G-4	3191HG	Normal

5 AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention of International Civil Aviation, except as noted herein.

Exceptions:

None

6 TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
1/20/00	E.J. Smith <i>E.J. Smith</i>	SW-XX

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA Form 8100-2 (8-82)

## FIGURE 3-2. SAMPLE FAA FORM 8130-6, APPLICATION FOR AIRWORTHINESS CERTIFICATE, VLA UNDER § 21.183(a)

U.S. Department of Transportation Federal Aviation Administration		<b>APPLICATION FOR AIRWORTHINESS CERTIFICATE</b>		Form Approved O.M.B. No. 2120-0018									
<b>I. AIRCRAFT DESCRIPTION</b>	1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (Make)	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFR.	FAA CODING								
	N18CE	Lite-Flight	LF-1-A	93									
	5. AIRCRAFT SERIAL NO.	6. ENGINE BUILDER'S NAME (Make)	7. ENGINE MODEL DESIGNATION										
	LF010	Rotax	912										
<b>II. CERTIFICATION REQUESTED</b>	8. NUMBER OF ENGINES	9. PROPELLER BUILDER'S NAME (Make)	10. PROPELLER MODEL DESIGNATION	11. AIRCRAFT IS (Check if applicable)									
	One	Wood Built	Good-1	IMPORT									
	<b>APPLICATION IS HEREBY MADE FOR:</b> (Check applicable items)												
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>A</td> <td>1</td> <td><input checked="" type="checkbox"/> STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)</td> <td>NORMAL</td> <td>UTILITY</td> <td>ACROBATIC</td> <td>TRANSPORT</td> <td>GLIDER</td> <td>BALLOON</td> </tr> </table>					A	1	<input checked="" type="checkbox"/> STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)	NORMAL	UTILITY	ACROBATIC	TRANSPORT	GLIDER
A	1	<input checked="" type="checkbox"/> STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)	NORMAL	UTILITY	ACROBATIC	TRANSPORT	GLIDER	BALLOON					
<b>III. OWNER'S CERTIFICATION</b>	B. SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)												
	2	LIMITED											
	5	PROVISIONAL (Indicate class)	1	CLASS I									
			2	CLASS II									
	3	RESTRICTED (Indicate operation(s) to be conducted)	1	AGRICULTURE AND PEST CONTROL	2	AERIAL	3	AERIAL ADVERTISING					
			4	FOREST (Wildlife conservation)	5	PATROLLING	6	WEATHER CONTROL					
			7	CARRIAGE OF CARGO									
			0	OTHER (Specify)									
	4	EXPERIMENTAL (Indicate operation(s) to be conducted)	1	RESEARCH AND DEVELOPMENT	2	AMATEUR BUILT	3	EXHIBITION					
			4	RACING	5	CREW TRAINING		MKT. SURVEY					
<b>IV. INSPECTION VERIFICATION</b>	C. SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side)												
	8												
	D. TO SHOW COMPLIANCE WITH FAR												
	1	FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE											
	2	EVACUATE FROM AREA OF IMPENDING DANGER											
	3	OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT											
	4	DELIVERING OR EXPORT	5	PRODUCTION FLIGHT TESTING									
	6	CUSTOMER DEMONSTRATION FLIGHTS											
	C	6	MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited," as applicable.)										
	<b>V. FAA REPRESENTATIVE CERTIFICATION</b>	A. REGISTERED OWNER (As shown on certificate of aircraft registration)											
NAME		IF DEALER, CHECK HERE											
Lite-Flight Corp.		ADDRESS											
		1801 Airport Rd. Wichita, KS 67209											
B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)													
<input checked="" type="checkbox"/>		AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.)	<input checked="" type="checkbox"/>	AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.)									
		A2WI Rev. 1		92-25									
		AIRCRAFT LISTING (Give page number(s))	SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated)										
		N/A	N/A										
C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS													
<input checked="" type="checkbox"/>	CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173.	TOTAL AIRFRAME HOURS	3	EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed)									
		2.0		-0-									
D. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.													
DATE OF APPLICATION		NAME AND TITLE (Print or type)	SIGNATURE										
01/27/2000		K.H. Good, Director Q.A.	KA Good										
A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR part 21.183(d) applies).													
2	FAR part 121 or 127 CERTIFICATE HOLDER (Give Certificate No.)	3	CERTIFICATED MECHANIC (Give Certificate No.)	6	CERTIFICATED REPAIR STATION (Give Certificate No.)								
5	AIRCRAFT MANUFACTURER (Give name or firm)												
DATE		TITLE		SIGNATURE									
<b>VI. AIRWORTHINESS DOCUMENTATION (FAA use only)</b>	(Check ALL applicable blocks in items A and B)												
	A. I find that the aircraft described in Section I or VII meets requirements for:												
	4 THE CERTIFICATE REQUESTED												
	AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE												
	B. Inspection for a special flight permit under Section VII was conducted by:												
	<input checked="" type="checkbox"/> FAA INSPECTOR												
	FAA DESIGNEE												
	CERTIFICATE HOLDER UNDER:												
	FAAR 65 FAR 121, 127 or 135 FAR 145												
	DATE	DISTRICT OFFICE	DESIGNEE'S SIGNATURE AND NO.		FAA INSPECTOR'S SIGNATURE								
01/28/2000	CE43	4		1 A.J. Kool A.J. Kool									

FAA Form 8130-6 (11-88) SUPERSEDES PREVIOUS EDITION

<b>VII. AIRWORTHINESS DOCUMENTATION (FAA use only)</b>	A. Operating Limitations and Markings in Compliance with FAR 91.31 as applicable		G. Statement of Conformity, FAA Form 8130-9 (Attach when required)	
	<input checked="" type="checkbox"/>	B. Current Operating Limitations Attached	H. Foreign Airworthiness Certification for Import Aircraft (Attach when required)	
	<input checked="" type="checkbox"/>	C. Data, Drawings, Photographs, etc. (Attach when required)	I. Previous Airworthiness Certificate Issued in Accordance with	
	<input checked="" type="checkbox"/>	D. Current Weight and Balance Information Available in Aircraft	FAAR 21.191(b) CAR (Original Attached)	
	<input checked="" type="checkbox"/>	E. Major Repair and Alteration, FAA Form 337 (Attach when required)	J. Current Airworthiness Certificate Issued in Accordance with	
	<input checked="" type="checkbox"/>	F. This inspection Recorded in Aircraft Records	FAAR 21.191(a) (Copy attached)	

**FIGURE 3-3. SAMPLE FAA FORM 8100-2, STANDARD AIRWORTHINESS CERTIFICATE,  
VLA UNDER § 21.183(a)**

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION			
<b>STANDARD AIRWORTHINESS CERTIFICATE</b>			
1 NATIONALITY AND REGISTRATION MARKS <b>N18CE</b>	2 MANUFACTURER AND MODEL <b>Lite-Flight LF-1-A</b>	3 AIRCRAFT SERIAL NUMBER <b>LF010</b>	4 CATEGORY <b>VLA Special Class</b>
5 AUTHORITY AND BASIS FOR ISSUANCE <p>This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention of International Civil Aviation, except as noted herein.</p> <p>Exceptions:</p> <p style="text-align: center;"><b>None</b></p>			
6 TERMS AND CONDITIONS <p>Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.</p>			
DATE OF ISSUANCE <b>08/10/00</b>	FAA REPRESENTATIVE <b>A.J. Kool    <i>A.J. Kool</i></b>		DESIGNATION NUMBER <b>CE43</b>
Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.			
FAA Form 8100-2 (8-82)			

**FIGURE 3-4. SAMPLE FAA FORM 8130-6, APPLICATION FOR AIRWORTHINESS  
CERTIFICATE, JAR/VLA UNDER § 21.183(c)**

 U.S. Department of Transportation Federal Aviation Administration		<b>APPLICATION FOR AIRWORTHINESS CERTIFICATE</b>		<b>INSTRUCTIONS</b> - Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable.					
		1. REGISTRATION MARK N7569K		2. AIRCRAFT BUILDER'S NAME (Make) Aero-K		3. AIRCRAFT MODEL DESIGNATION AK-1A		4. YR. MFR. 1989	FAA CODING
I. AIRCRAFT DESCRIPTION		5. AIRCRAFT SERIAL NO. AK901		6. ENGINE BUILDER'S NAME (Make) Rotax		7. ENGINE MODEL DESIGNATION 912			
		8. NUMBER OF ENGINES One		9. PROPELLER BUILDER'S NAME (Make) Goodprop		10. PROPELLER MODEL DESIGNATION 1-GP-008		11. AIRCRAFT IS (Check if applicable) <input checked="" type="checkbox"/> IMPORT	
APPLICATION IS HEREBY MADE FOR: (Check applicable items)									
A 1 <input checked="" type="checkbox"/> STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)									
B SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)									
2 LIMITED									
5 PROVISIONAL (Indicate class)									
3 RESTRICTED (Indicate operation(s) to be conducted)									
4 EXPERIMENTAL (Indicate operation(s) to be conducted)									
8 SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section on VI or VII as applicable on reverse side)									
C 6 MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited," as applicable.)									
A. REGISTERED OWNER (As shown on certificate of aircraft registration)									
NAME I.R. Applicant									
ADDRESS 14 David Road, Wichita, KS 67209									
B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)									
<input checked="" type="checkbox"/> AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) A 2EU Rev. 1									
<input checked="" type="checkbox"/> AIRCRAFT LISTING (Give page number(s)) N/A									
<input checked="" type="checkbox"/> AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) 92-25									
<input checked="" type="checkbox"/> SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) A89NE									
C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS									
<input checked="" type="checkbox"/> CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173									
TOTAL AIRFRAME HOURS 132.0									
3 EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed) 0									
D. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.									
DATE OF APPLICATION 01/23/1993									
NAME AND TITLE (Print or type) J.B. Wright									
SIGNATURE J.B. Wright									
A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR part 21.183(d) applies.)									
2 FAR part 121 or 127 CERTIFICATE HOLDER (Give Certificate No.)									
3 CERTIFICATED MECHANIC (Give Certificate No.)									
5 AIRCRAFT MANUFACTURER (Give name or firm)									
DATE TITLE SIGNATURE									
(Check ALL applicable blocks in items A and B)									
A. I find that the aircraft described in Section I or VII meets requirements for:									
<input checked="" type="checkbox"/> THE CERTIFICATE REQUESTED									
<input checked="" type="checkbox"/> AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE									
B. Inspection for a special flight permit under Section VII was conducted by:									
<input checked="" type="checkbox"/> FAA INSPECTOR									
<input checked="" type="checkbox"/> FAA DESIGNEE									
CERTIFICATE HOLDER UNDER: FAR 65 FAR 121, 127 or 135 FAR 145									
DATE DISTRICT OFFICE DESIGNEE'S SIGNATURE AND NO.									
01/27/2000 NW78 4									
FAA INSPECTOR'S SIGNATURE									
Joe Mendez									
Joe Mendez									

FAA Form 8130-6 (11-88) SUPERSEDES PREVIOUS EDITION

VI. AIRWORTHINESS DOCUMENTATION (FAA use only)	<input checked="" type="checkbox"/> A. Operating Limitations and Markings in Compliance with FAR 91.31 as applicable	<input checked="" type="checkbox"/> G. Statement of Conformity, FAA Form 8130-9 (Attach when required)
	<input checked="" type="checkbox"/> B. Current Operating Limitations Attached	
	<input checked="" type="checkbox"/> C. Data, Drawings, Photographs, etc. (Attach when required)	
	<input checked="" type="checkbox"/> D. Current Weight and Balance Information Available in Aircraft	
	<input checked="" type="checkbox"/> E. Major Repair and Alteration, FAA Form 337 (Attach when required)	
	<input checked="" type="checkbox"/> F. This inspection Recorded in Aircraft Records	
<input checked="" type="checkbox"/> H. Foreign Airworthiness Certification for Import Aircraft (Attach when required)		
I. Previous Airworthiness Certificate Issued in Accordance with:		
FAR _____ CAR _____ (Original Attached)		
J. Current Airworthiness Certificate Issued in Accordance with:		
FAR 21.183(c) (Copy attached)		

**FIGURE 3-5. SAMPLE FAA FORM 8100-2, STANDARD AIRWORTHINESS CERTIFICATE,  
JAR/VLA UNDER § 21.183(c)**

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION			
<b>STANDARD AIRWORTHINESS CERTIFICATE</b>			
1 NATIONALITY AND REGISTRATION MARKS <b>N569K</b>	2 MANUFACTURER AND MODEL <b>Aero-K AK-1A</b>	3 AIRCRAFT SERIAL NUMBER <b>AK901</b>	4 CATEGORY <b>VLA Special Class</b>
5 AUTHORITY AND BASIS FOR ISSUANCE <p>This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention of International Civil Aviation, except as noted herein.</p> <p>Exceptions:</p> <p style="text-align: center;"><b>None</b></p>			
6 TERMS AND CONDITIONS <p>Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.</p>			
DATE OF ISSUANCE <b>01/20/00</b>	FAA REPRESENTATIVE <b>Tom Kick    <i>Tom Kick</i></b>		DESIGNATION NUMBER <b>NW78</b>
Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.			
FAA Form 8100-2 (8-82)			


**FIGURE 3-11. SAMPLE FAA FORM 8100-2, STANDARD AIRWORTHINESS  
CERTIFICATE, SURPLUS MILITARY AIRCRAFT**

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION			
<b>STANDARD AIRWORTHINESS CERTIFICATE</b>			
1 NATIONALITY AND REGISTRATION MARKS  N34561	2 MANUFACTURER AND MODEL  Hughes 369A	3 AIRCRAFT SERIAL NUMBER  1441	4 CATEGORY  Normal
5 AUTHORITY AND BASIS FOR ISSUANCE <p>This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provide by Annex 8 to the Convention of Inter national Civil Aviation, except as noted herein.</p> <p>Exceptions:</p> <p align="center">None</p>			
6 TERMS AND CONDITIONS <p>Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.</p>			
DATE OF ISSUANCE  01/20/00	FAA REPRESENTATIVE  B. Potrer <i>B. Porter</i>		DESIGNATION NUMBER  SW-XX
Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.			
FAA Form 8100-2 (8-82)			



# FIGURE 3-12. SAMPLE FAA FORM 8130-6, APPLICATION FOR AIRWORTHINESS CERTIFICATE, USED AIRCRAFT, NO PREVIOUS U.S. AIRWORTHINESS CERTIFICATE (FACE SIDE)

Form Approved  
O.M.B. No. 2120-0018

		<b>APPLICATION FOR AIRWORTHINESS CERTIFICATE</b>		<b>INSTRUCTIONS</b> - Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable.																																																																																																																																																																			
		1. REGISTRATION MARK <b>N12345</b>	2. AIRCRAFT BUILDER'S NAME (Make) <b>Douglas</b>	3. AIRCRAFT MODEL DESIGNATION <b>DC-6A</b>	4. YR. MFR. <b>1952</b>	FAA CODING																																																																																																																																																																	
		5. AIRCRAFT SERIAL NO. <b>43218</b>	6. ENGINE BUILDER'S NAME (Make) <b>Pratt &amp; Whitney</b>	7. ENGINE MODEL DESIGNATION <b>CB-16</b>																																																																																																																																																																			
		8. NUMBER OF ENGINES <b>4</b>	9. PROPELLER BUILDER'S NAME (Make) <b>Hamilton Standard</b>	10. PROPELLER MODEL DESIGNATION <b>43E60-300</b>		11. AIRCRAFT IS (Check if applicable) <input type="checkbox"/> IMPORT																																																																																																																																																																	
<b>APPLICATION IS HEREBY MADE FOR:</b> (Check applicable items)																																																																																																																																																																							
<table border="0"> <tr> <td>A</td> <td><input checked="" type="checkbox"/></td> <td>STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)</td> <td><input type="checkbox"/> NORMAL</td> <td><input type="checkbox"/> UTILITY</td> <td><input type="checkbox"/> ACROBATIC</td> <td><input checked="" type="checkbox"/> TRANSPORT</td> <td><input type="checkbox"/> GLIDER</td> <td><input type="checkbox"/> BALLOON</td> </tr> </table>								A	<input checked="" type="checkbox"/>	STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)	<input type="checkbox"/> NORMAL	<input type="checkbox"/> UTILITY	<input type="checkbox"/> ACROBATIC	<input checked="" type="checkbox"/> TRANSPORT	<input type="checkbox"/> GLIDER	<input type="checkbox"/> BALLOON																																																																																																																																																							
A	<input checked="" type="checkbox"/>	STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)	<input type="checkbox"/> NORMAL	<input type="checkbox"/> UTILITY	<input type="checkbox"/> ACROBATIC	<input checked="" type="checkbox"/> TRANSPORT	<input type="checkbox"/> GLIDER	<input type="checkbox"/> BALLOON																																																																																																																																																															
<table border="0"> <tr> <td>B</td> <td><input type="checkbox"/></td> <td colspan="7">SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)</td> </tr> </table>								B	<input type="checkbox"/>	SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)																																																																																																																																																													
B	<input type="checkbox"/>	SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)																																																																																																																																																																					
<table border="0"> <tr> <td rowspan="10">II. CERTIFICATION REQUESTED</td> <td>2</td> <td colspan="6">LIMITED</td> </tr> <tr> <td>5</td> <td colspan="6">PROVISIONAL (Indicate class)</td> </tr> <tr> <td>3</td> <td colspan="6">RESTRICTED (Indicate operation(s) to be conducted)</td> </tr> <tr> <td>4</td> <td colspan="6">EXPERIMENTAL (Indicate operation(s) to be conducted)</td> </tr> <tr> <td>8</td> <td colspan="6">SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side)</td> </tr> <tr> <td>1</td> <td colspan="6">CLASS I</td> </tr> <tr> <td>2</td> <td colspan="6">CLASS II</td> </tr> <tr> <td>1</td> <td>AGRICULTURE AND PEST CONTROL</td> <td>2</td> <td>AERIAL</td> <td>3</td> <td>AERIAL ADVERTISING</td> </tr> <tr> <td>4</td> <td>FOREST (Wildlife conservation)</td> <td>5</td> <td>PATROLLING</td> <td>6</td> <td>WEATHER CONTROL</td> </tr> <tr> <td>7</td> <td colspan="6">CARRIAGE OF CARGO</td> </tr> <tr> <td>1</td> <td colspan="6">RESEARCH AND DEVELOPMENT</td> </tr> <tr> <td>2</td> <td colspan="6">AMATEUR BUILT</td> </tr> <tr> <td>3</td> <td colspan="6">EXHIBITION</td> </tr> <tr> <td>4</td> <td colspan="6">RACING</td> </tr> <tr> <td>5</td> <td colspan="6">CREW TRAINING</td> </tr> <tr> <td>6</td> <td colspan="6">MKT. SURVEY</td> </tr> <tr> <td>0</td> <td colspan="6">TO SHOW COMPLIANCE WITH FAR</td> </tr> <tr> <td>1</td> <td colspan="6">FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE</td> </tr> <tr> <td>2</td> <td colspan="6">EVACUATE FROM AREA OF IMPENDING DANGER</td> </tr> <tr> <td>3</td> <td colspan="6">OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT</td> </tr> <tr> <td>4</td> <td colspan="6">DELIVERING OR EXPORT</td> </tr> <tr> <td>5</td> <td colspan="6">PRODUCTION FLIGHT TESTING</td> </tr> <tr> <td>6</td> <td colspan="6">CUSTOMER DEMONSTRATION FLIGHTS</td> </tr> </table>								II. CERTIFICATION REQUESTED	2	LIMITED						5	PROVISIONAL (Indicate class)						3	RESTRICTED (Indicate operation(s) to be conducted)						4	EXPERIMENTAL (Indicate operation(s) to be conducted)						8	SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side)						1	CLASS I						2	CLASS II						1	AGRICULTURE AND PEST CONTROL	2	AERIAL	3	AERIAL ADVERTISING	4	FOREST (Wildlife conservation)	5	PATROLLING	6	WEATHER CONTROL	7	CARRIAGE OF CARGO						1	RESEARCH AND DEVELOPMENT						2	AMATEUR BUILT						3	EXHIBITION						4	RACING						5	CREW TRAINING						6	MKT. SURVEY						0	TO SHOW COMPLIANCE WITH FAR						1	FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE						2	EVACUATE FROM AREA OF IMPENDING DANGER						3	OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT						4	DELIVERING OR EXPORT						5	PRODUCTION FLIGHT TESTING						6	CUSTOMER DEMONSTRATION FLIGHTS					
II. CERTIFICATION REQUESTED	2	LIMITED																																																																																																																																																																					
	5	PROVISIONAL (Indicate class)																																																																																																																																																																					
	3	RESTRICTED (Indicate operation(s) to be conducted)																																																																																																																																																																					
	4	EXPERIMENTAL (Indicate operation(s) to be conducted)																																																																																																																																																																					
	8	SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side)																																																																																																																																																																					
	1	CLASS I																																																																																																																																																																					
	2	CLASS II																																																																																																																																																																					
	1	AGRICULTURE AND PEST CONTROL	2	AERIAL	3	AERIAL ADVERTISING																																																																																																																																																																	
	4	FOREST (Wildlife conservation)	5	PATROLLING	6	WEATHER CONTROL																																																																																																																																																																	
	7	CARRIAGE OF CARGO																																																																																																																																																																					
1	RESEARCH AND DEVELOPMENT																																																																																																																																																																						
2	AMATEUR BUILT																																																																																																																																																																						
3	EXHIBITION																																																																																																																																																																						
4	RACING																																																																																																																																																																						
5	CREW TRAINING																																																																																																																																																																						
6	MKT. SURVEY																																																																																																																																																																						
0	TO SHOW COMPLIANCE WITH FAR																																																																																																																																																																						
1	FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE																																																																																																																																																																						
2	EVACUATE FROM AREA OF IMPENDING DANGER																																																																																																																																																																						
3	OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT																																																																																																																																																																						
4	DELIVERING OR EXPORT																																																																																																																																																																						
5	PRODUCTION FLIGHT TESTING																																																																																																																																																																						
6	CUSTOMER DEMONSTRATION FLIGHTS																																																																																																																																																																						
<table border="0"> <tr> <td>C</td> <td><input checked="" type="checkbox"/></td> <td colspan="7">MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited," as applicable.)</td> </tr> </table>								C	<input checked="" type="checkbox"/>	MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited," as applicable.)																																																																																																																																																													
C	<input checked="" type="checkbox"/>	MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited," as applicable.)																																																																																																																																																																					
<table border="0"> <tr> <td colspan="4">A. REGISTERED OWNER (As shown on certificate of aircraft registration)</td> <td colspan="4">IF DEALER, CHECK HERE</td> </tr> <tr> <td colspan="4">NAME <b>Tiger Aviation Corp.</b></td> <td colspan="4">ADDRESS <b>234 Jane Ave. Jackson, MS 78965</b></td> </tr> </table>								A. REGISTERED OWNER (As shown on certificate of aircraft registration)				IF DEALER, CHECK HERE				NAME <b>Tiger Aviation Corp.</b>				ADDRESS <b>234 Jane Ave. Jackson, MS 78965</b>																																																																																																																																																			
A. REGISTERED OWNER (As shown on certificate of aircraft registration)				IF DEALER, CHECK HERE																																																																																																																																																																			
NAME <b>Tiger Aviation Corp.</b>				ADDRESS <b>234 Jane Ave. Jackson, MS 78965</b>																																																																																																																																																																			
<table border="0"> <tr> <td colspan="8">B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)</td> </tr> <tr> <td><input checked="" type="checkbox"/></td> <td colspan="3">AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) <b>63A Rev. 26</b></td> <td><input checked="" type="checkbox"/></td> <td colspan="3">AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) <b>92-24</b></td> </tr> <tr> <td></td> <td colspan="3">AIRCRAFT LISTING (Give page number(s))</td> <td><input checked="" type="checkbox"/></td> <td colspan="3">SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) <b>SA2-414; SA2-567; SA4-532; SA2-231</b></td> </tr> </table>								B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)								<input checked="" type="checkbox"/>	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) <b>63A Rev. 26</b>			<input checked="" type="checkbox"/>	AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) <b>92-24</b>				AIRCRAFT LISTING (Give page number(s))			<input checked="" type="checkbox"/>	SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) <b>SA2-414; SA2-567; SA4-532; SA2-231</b>																																																																																																																																										
B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)																																																																																																																																																																							
<input checked="" type="checkbox"/>	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) <b>63A Rev. 26</b>			<input checked="" type="checkbox"/>	AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) <b>92-24</b>																																																																																																																																																																		
	AIRCRAFT LISTING (Give page number(s))			<input checked="" type="checkbox"/>	SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) <b>SA2-414; SA2-567; SA4-532; SA2-231</b>																																																																																																																																																																		
<table border="0"> <tr> <td colspan="8">C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS</td> </tr> <tr> <td><input checked="" type="checkbox"/></td> <td colspan="2">CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173.</td> <td colspan="2">TOTAL AIRFRAME HOURS <b>12,347.0</b></td> <td>3</td> <td colspan="2">EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed) <b>-0-</b></td> </tr> </table>								C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS								<input checked="" type="checkbox"/>	CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173.		TOTAL AIRFRAME HOURS <b>12,347.0</b>		3	EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed) <b>-0-</b>																																																																																																																																																	
C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS																																																																																																																																																																							
<input checked="" type="checkbox"/>	CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173.		TOTAL AIRFRAME HOURS <b>12,347.0</b>		3	EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed) <b>-0-</b>																																																																																																																																																																	
<table border="0"> <tr> <td colspan="8">D. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.</td> </tr> <tr> <td colspan="2">DATE OF APPLICATION <b>12/21/2000</b></td> <td colspan="3">NAME AND TITLE (Print or type) <b>John Doe, President</b></td> <td colspan="3">SIGNATURE <b>John Doe</b></td> </tr> </table>								D. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.								DATE OF APPLICATION <b>12/21/2000</b>		NAME AND TITLE (Print or type) <b>John Doe, President</b>			SIGNATURE <b>John Doe</b>																																																																																																																																																		
D. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.																																																																																																																																																																							
DATE OF APPLICATION <b>12/21/2000</b>		NAME AND TITLE (Print or type) <b>John Doe, President</b>			SIGNATURE <b>John Doe</b>																																																																																																																																																																		
<table border="0"> <tr> <td colspan="8">A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR part 21.183(d) applies).</td> </tr> <tr> <td>2</td> <td colspan="2">FAR part 121 or 127 CERTIFICATE HOLDER (Give Certificate No.)</td> <td>3</td> <td colspan="2">CERTIFICATED MECHANIC (Give Certificate No.)</td> <td>6</td> <td>CERTIFICATED REPAIR STATION (Give Certificate No.)</td> </tr> <tr> <td>5</td> <td colspan="7">AIRCRAFT MANUFACTURER (Give name or firm)</td> </tr> <tr> <td colspan="2">DATE</td> <td colspan="3">TITLE</td> <td colspan="3">SIGNATURE</td> </tr> </table>								A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR part 21.183(d) applies).								2	FAR part 121 or 127 CERTIFICATE HOLDER (Give Certificate No.)		3	CERTIFICATED MECHANIC (Give Certificate No.)		6	CERTIFICATED REPAIR STATION (Give Certificate No.)	5	AIRCRAFT MANUFACTURER (Give name or firm)							DATE		TITLE			SIGNATURE																																																																																																																																		
A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR part 21.183(d) applies).																																																																																																																																																																							
2	FAR part 121 or 127 CERTIFICATE HOLDER (Give Certificate No.)		3	CERTIFICATED MECHANIC (Give Certificate No.)		6	CERTIFICATED REPAIR STATION (Give Certificate No.)																																																																																																																																																																
5	AIRCRAFT MANUFACTURER (Give name or firm)																																																																																																																																																																						
DATE		TITLE			SIGNATURE																																																																																																																																																																		
<table border="0"> <tr> <td colspan="4">(Check ALL applicable blocks in items A and B)</td> <td colspan="4">THE CERTIFICATE REQUESTED</td> </tr> <tr> <td colspan="4">A. I find that the aircraft described in Section I or VII meets requirements for:</td> <td>4</td> <td colspan="3">AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE</td> </tr> <tr> <td colspan="4">B. Inspection for a special flight permit under Section VII was conducted by:</td> <td colspan="2">FAA INSPECTOR</td> <td colspan="2">FAA DESIGNEE</td> </tr> <tr> <td colspan="4"></td> <td colspan="2">CERTIFICATE HOLDER UNDER:</td> <td colspan="2">FAR 65   FAR 121, 127 or 135   FAR 145</td> </tr> <tr> <td>DATE</td> <td>DISTRICT OFFICE</td> <td colspan="3">DESIGNEE'S SIGNATURE AND NO.</td> <td colspan="3">FAA INSPECTOR'S SIGNATURE</td> </tr> <tr> <td><b>01/12/2000</b></td> <td><b>CE45</b></td> <td colspan="3"><b>4</b></td> <td colspan="3"><b>1 James Jones James Jones</b></td> </tr> </table>								(Check ALL applicable blocks in items A and B)				THE CERTIFICATE REQUESTED				A. I find that the aircraft described in Section I or VII meets requirements for:				4	AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE			B. Inspection for a special flight permit under Section VII was conducted by:				FAA INSPECTOR		FAA DESIGNEE						CERTIFICATE HOLDER UNDER:		FAR 65   FAR 121, 127 or 135   FAR 145		DATE	DISTRICT OFFICE	DESIGNEE'S SIGNATURE AND NO.			FAA INSPECTOR'S SIGNATURE			<b>01/12/2000</b>	<b>CE45</b>	<b>4</b>			<b>1 James Jones James Jones</b>																																																																																																																		
(Check ALL applicable blocks in items A and B)				THE CERTIFICATE REQUESTED																																																																																																																																																																			
A. I find that the aircraft described in Section I or VII meets requirements for:				4	AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE																																																																																																																																																																		
B. Inspection for a special flight permit under Section VII was conducted by:				FAA INSPECTOR		FAA DESIGNEE																																																																																																																																																																	
				CERTIFICATE HOLDER UNDER:		FAR 65   FAR 121, 127 or 135   FAR 145																																																																																																																																																																	
DATE	DISTRICT OFFICE	DESIGNEE'S SIGNATURE AND NO.			FAA INSPECTOR'S SIGNATURE																																																																																																																																																																		
<b>01/12/2000</b>	<b>CE45</b>	<b>4</b>			<b>1 James Jones James Jones</b>																																																																																																																																																																		

FAA Form 8130-6 (11-88) SUPERSEDES PREVIOUS EDITION

**FIGURE 3-12. SAMPLE FAA FORM 8130-6, APPLICATION FOR AIRWORTHINESS CERTIFICATE, USED AIRCRAFT, NO PREVIOUS U.S. AIRWORTHINESS CERTIFICATE (CONTINUED) (REVERSE SIDE)**

<b>VI. PRODUCTION FLIGHT TESTING</b>	<b>A. MANUFACTURER</b>		
	NAME		ADDRESS
	<b>B. PRODUCTION BASIS (Check applicable item)</b>		
	<input type="checkbox"/> PRODUCTION CERTIFICATE (Give production certificate number) <input type="checkbox"/> TYPE CERTIFICATE ONLY <input type="checkbox"/> APPROVED PRODUCTION INSPECTION SYSTEM		
	<b>C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS</b> _____		
	DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE
<b>VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST</b>	<b>A. DESCRIPTION OF AIRCRAFT</b>		
	REGISTERED OWNER		ADDRESS
	BUILDER (Make)		MODEL
	SERIAL NUMBER		REGISTRATION MARK
	<b>B. DESCRIPTION OF FLIGHT</b> CUSTOMER DEMONSTRATION FLIGHTS <input type="checkbox"/> (Check if applicable)		
	FROM		TO
	VIA		DEPARTURE DATE      DURATION
	<b>C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT</b>		
	<input type="checkbox"/>	PILOT	<input type="checkbox"/> CO-PILOT <input type="checkbox"/> FLIGHT ENGINEER <input type="checkbox"/> OTHER (Specify)
	<b>D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:</b>		
	<b>E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION: (Use attachment if necessary)</b>		
	<b>F. CERTIFICATION</b> - I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 <u>et seq.</u> and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.		
	DATE	NAME AND TITLE (Print or type)	SIGNATURE
<b>VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)</b>	<input checked="" type="checkbox"/> A. Operating Limitations and Markings in Compliance with FAR 91.31 as applicable	<input checked="" type="checkbox"/> G. Statement of Conformity, FAA Form 8130-9 (Attach when required)	
	<input type="checkbox"/> B. Current Operating Limitations Attached	<input type="checkbox"/> H. Foreign Airworthiness Certification for Import Aircraft (Attach when required)	
	<input type="checkbox"/> C. Data, Drawings, Photographs, etc. (Attach when required)	<input type="checkbox"/> I. Previous Airworthiness Certificate Issued in Accordance with	
	<input checked="" type="checkbox"/> D. Current Weight and Balance Information Available in Aircraft	<b>FAR</b> _____ <b>CAR</b> _____ (Original Attached)	
	<input type="checkbox"/> E. Major Repair and Alteration, FAA Form 337 (Attach when required)	<input checked="" type="checkbox"/> J. Current Airworthiness Certificate Issued in Accordance with	
	<input checked="" type="checkbox"/> F. This inspection Recorded in Aircraft Records	<b>FAR</b> 21.183(d) _____ (Copy attached)	

**FIGURE 3-13. SAMPLE FAA FORM 8130-6, APPLICATION FOR AIRWORTHINESS CERTIFICATE, NEW AIRCRAFT PRODUCED UNDER AN APIS OR PC (FACE SIDE)**

Form Approved  
O.M.B. No. 2120-0018


		<b>APPLICATION FOR AIRWORTHINESS CERTIFICATE</b>		<b>INSTRUCTIONS</b> - Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable.																																																																																																					
		1. REGISTRATION MARK <b>N12345</b>		2. AIRCRAFT BUILDER'S NAME (Make) <b>Boeing</b>		3. AIRCRAFT MODEL DESIGNATION <b>737-200</b>		4. YR. MFR. <b>1968</b>	FAA CODING																																																																																																
I. AIRCRAFT DESCRIPTION		5. AIRCRAFT SERIAL NO. <b>19714</b>		6. ENGINE BUILDER'S NAME (Make) <b>Pratt &amp; Whitney</b>		7. ENGINE MODEL DESIGNATION <b>JT8D-9</b>																																																																																																			
		8. NUMBER OF ENGINES <b>2</b>		9. PROPELLER BUILDER'S NAME (Make) <b>N/A</b>		10. PROPELLER MODEL DESIGNATION <b>N/A</b>		11. AIRCRAFT IS (Check if applicable) <input type="checkbox"/> EXPORT <input checked="" type="checkbox"/> IMPORT																																																																																																	
<b>APPLICATION IS HEREBY MADE FOR:</b> (Check applicable items)																																																																																																									
<table border="0" style="width: 100%;"> <tr> <td style="width: 5%;">A</td> <td style="width: 5%;">1</td> <td style="width: 40%;"><input checked="" type="checkbox"/> STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)</td> <td style="width: 10%;"><input type="checkbox"/> NORMAL</td> <td style="width: 10%;"><input type="checkbox"/> UTILITY</td> <td style="width: 10%;"><input type="checkbox"/> ACROBATIC</td> <td style="width: 10%;"><input checked="" type="checkbox"/> TRANSPORT</td> <td style="width: 10%;"><input type="checkbox"/> GLIDER</td> <td style="width: 10%;"><input type="checkbox"/> BALLOON</td> </tr> </table>									A	1	<input checked="" type="checkbox"/> STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)	<input type="checkbox"/> NORMAL	<input type="checkbox"/> UTILITY	<input type="checkbox"/> ACROBATIC	<input checked="" type="checkbox"/> TRANSPORT	<input type="checkbox"/> GLIDER	<input type="checkbox"/> BALLOON																																																																																								
A	1	<input checked="" type="checkbox"/> STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)	<input type="checkbox"/> NORMAL	<input type="checkbox"/> UTILITY	<input type="checkbox"/> ACROBATIC	<input checked="" type="checkbox"/> TRANSPORT	<input type="checkbox"/> GLIDER	<input type="checkbox"/> BALLOON																																																																																																	
<table border="0" style="width: 100%;"> <tr> <td colspan="9">B SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)</td> </tr> <tr> <td colspan="2"></td> <td colspan="2">2 LIMITED</td> <td colspan="5"></td> </tr> <tr> <td colspan="2"></td> <td colspan="2">5 PROVISIONAL (Indicate class)</td> <td colspan="5"> <table border="0" style="width: 100%;"> <tr> <td>1 CLASS I</td> <td colspan="4"></td> </tr> <tr> <td>2 CLASS II</td> <td colspan="4"></td> </tr> </table> </td> </tr> <tr> <td colspan="2"></td> <td colspan="2">3 RESTRICTED (Indicate operation(s) to be conducted)</td> <td colspan="5"> <table border="0" style="width: 100%;"> <tr> <td>1 AGRICULTURE AND PEST CONTROL</td> <td>2 AERIAL</td> <td>3 AERIAL ADVERTISING</td> </tr> <tr> <td>4 FOREST (Wildlife conservation)</td> <td>5 PATROLLING</td> <td>6 WEATHER CONTROL</td> </tr> <tr> <td>7 CARRIAGE OF CARGO</td> <td>0 OTHER (Specify)</td> <td></td> </tr> </table> </td> </tr> <tr> <td colspan="2"></td> <td colspan="2">4 EXPERIMENTAL (Indicate operation(s) to be conducted)</td> <td colspan="5"> <table border="0" style="width: 100%;"> <tr> <td>1 RESEARCH AND DEVELOPMENT</td> <td>2 AMATEUR BUILT</td> <td>3 EXHIBITION</td> </tr> <tr> <td>4 RACING</td> <td>5 CREW TRAINING</td> <td>MKT. SURVEY</td> </tr> <tr> <td>0 TO SHOW COMPLIANCE WITH FAR</td> <td colspan="2"></td> </tr> <tr> <td>1 FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE</td> <td colspan="2"></td> </tr> <tr> <td>2 EVACUATE FROM AREA OF IMPENDING DANGER</td> <td colspan="2"></td> </tr> <tr> <td>3 OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT</td> <td colspan="2"></td> </tr> <tr> <td>4 DELIVERING OR EXPORT</td> <td>5 PRODUCTION FLIGHT TESTING</td> <td></td> </tr> <tr> <td>6 CUSTOMER DEMONSTRATION FLIGHTS</td> <td colspan="2"></td> </tr> </table> </td> </tr> <tr> <td colspan="2"></td> <td colspan="2">8 SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side)</td> <td colspan="5"></td> </tr> </table>									B SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)											2 LIMITED									5 PROVISIONAL (Indicate class)		<table border="0" style="width: 100%;"> <tr> <td>1 CLASS I</td> <td colspan="4"></td> </tr> <tr> <td>2 CLASS II</td> <td colspan="4"></td> </tr> </table>					1 CLASS I					2 CLASS II							3 RESTRICTED (Indicate operation(s) to be conducted)		<table border="0" style="width: 100%;"> <tr> <td>1 AGRICULTURE AND PEST CONTROL</td> <td>2 AERIAL</td> <td>3 AERIAL ADVERTISING</td> </tr> <tr> <td>4 FOREST (Wildlife conservation)</td> <td>5 PATROLLING</td> <td>6 WEATHER CONTROL</td> </tr> <tr> <td>7 CARRIAGE OF CARGO</td> <td>0 OTHER (Specify)</td> <td></td> </tr> </table>					1 AGRICULTURE AND PEST CONTROL	2 AERIAL	3 AERIAL ADVERTISING	4 FOREST (Wildlife conservation)	5 PATROLLING	6 WEATHER CONTROL	7 CARRIAGE OF CARGO	0 OTHER (Specify)				4 EXPERIMENTAL (Indicate operation(s) to be conducted)		<table border="0" style="width: 100%;"> <tr> <td>1 RESEARCH AND DEVELOPMENT</td> <td>2 AMATEUR BUILT</td> <td>3 EXHIBITION</td> </tr> <tr> <td>4 RACING</td> <td>5 CREW TRAINING</td> <td>MKT. SURVEY</td> </tr> <tr> <td>0 TO SHOW COMPLIANCE WITH FAR</td> <td colspan="2"></td> </tr> <tr> <td>1 FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE</td> <td colspan="2"></td> </tr> <tr> <td>2 EVACUATE FROM AREA OF IMPENDING DANGER</td> <td colspan="2"></td> </tr> <tr> <td>3 OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT</td> <td colspan="2"></td> </tr> <tr> <td>4 DELIVERING OR EXPORT</td> <td>5 PRODUCTION FLIGHT TESTING</td> <td></td> </tr> <tr> <td>6 CUSTOMER DEMONSTRATION FLIGHTS</td> <td colspan="2"></td> </tr> </table>					1 RESEARCH AND DEVELOPMENT	2 AMATEUR BUILT	3 EXHIBITION	4 RACING	5 CREW TRAINING	MKT. SURVEY	0 TO SHOW COMPLIANCE WITH FAR			1 FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE			2 EVACUATE FROM AREA OF IMPENDING DANGER			3 OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT			4 DELIVERING OR EXPORT	5 PRODUCTION FLIGHT TESTING		6 CUSTOMER DEMONSTRATION FLIGHTS					8 SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side)						
B SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)																																																																																																									
		2 LIMITED																																																																																																							
		5 PROVISIONAL (Indicate class)		<table border="0" style="width: 100%;"> <tr> <td>1 CLASS I</td> <td colspan="4"></td> </tr> <tr> <td>2 CLASS II</td> <td colspan="4"></td> </tr> </table>					1 CLASS I					2 CLASS II																																																																																											
1 CLASS I																																																																																																									
2 CLASS II																																																																																																									
		3 RESTRICTED (Indicate operation(s) to be conducted)		<table border="0" style="width: 100%;"> <tr> <td>1 AGRICULTURE AND PEST CONTROL</td> <td>2 AERIAL</td> <td>3 AERIAL ADVERTISING</td> </tr> <tr> <td>4 FOREST (Wildlife conservation)</td> <td>5 PATROLLING</td> <td>6 WEATHER CONTROL</td> </tr> <tr> <td>7 CARRIAGE OF CARGO</td> <td>0 OTHER (Specify)</td> <td></td> </tr> </table>					1 AGRICULTURE AND PEST CONTROL	2 AERIAL	3 AERIAL ADVERTISING	4 FOREST (Wildlife conservation)	5 PATROLLING	6 WEATHER CONTROL	7 CARRIAGE OF CARGO	0 OTHER (Specify)																																																																																									
1 AGRICULTURE AND PEST CONTROL	2 AERIAL	3 AERIAL ADVERTISING																																																																																																							
4 FOREST (Wildlife conservation)	5 PATROLLING	6 WEATHER CONTROL																																																																																																							
7 CARRIAGE OF CARGO	0 OTHER (Specify)																																																																																																								
		4 EXPERIMENTAL (Indicate operation(s) to be conducted)		<table border="0" style="width: 100%;"> <tr> <td>1 RESEARCH AND DEVELOPMENT</td> <td>2 AMATEUR BUILT</td> <td>3 EXHIBITION</td> </tr> <tr> <td>4 RACING</td> <td>5 CREW TRAINING</td> <td>MKT. SURVEY</td> </tr> <tr> <td>0 TO SHOW COMPLIANCE WITH FAR</td> <td colspan="2"></td> </tr> <tr> <td>1 FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE</td> <td colspan="2"></td> </tr> <tr> <td>2 EVACUATE FROM AREA OF IMPENDING DANGER</td> <td colspan="2"></td> </tr> <tr> <td>3 OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT</td> <td colspan="2"></td> </tr> <tr> <td>4 DELIVERING OR EXPORT</td> <td>5 PRODUCTION FLIGHT TESTING</td> <td></td> </tr> <tr> <td>6 CUSTOMER DEMONSTRATION FLIGHTS</td> <td colspan="2"></td> </tr> </table>					1 RESEARCH AND DEVELOPMENT	2 AMATEUR BUILT	3 EXHIBITION	4 RACING	5 CREW TRAINING	MKT. SURVEY	0 TO SHOW COMPLIANCE WITH FAR			1 FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE			2 EVACUATE FROM AREA OF IMPENDING DANGER			3 OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT			4 DELIVERING OR EXPORT	5 PRODUCTION FLIGHT TESTING		6 CUSTOMER DEMONSTRATION FLIGHTS																																																																											
1 RESEARCH AND DEVELOPMENT	2 AMATEUR BUILT	3 EXHIBITION																																																																																																							
4 RACING	5 CREW TRAINING	MKT. SURVEY																																																																																																							
0 TO SHOW COMPLIANCE WITH FAR																																																																																																									
1 FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE																																																																																																									
2 EVACUATE FROM AREA OF IMPENDING DANGER																																																																																																									
3 OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT																																																																																																									
4 DELIVERING OR EXPORT	5 PRODUCTION FLIGHT TESTING																																																																																																								
6 CUSTOMER DEMONSTRATION FLIGHTS																																																																																																									
		8 SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side)																																																																																																							
C 6 MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited," as applicable.)																																																																																																									
<table border="0" style="width: 100%;"> <tr> <td colspan="4">A. REGISTERED OWNER (As shown on certificate of aircraft registration)</td> <td colspan="5">IF DEALER, CHECK HERE</td> </tr> <tr> <td colspan="4">NAME <b>Shorthaul Airlines, Inc.</b></td> <td colspan="5">ADDRESS <b>111 Airport Way, St. Louis, Missouri 58010</b></td> </tr> </table>									A. REGISTERED OWNER (As shown on certificate of aircraft registration)				IF DEALER, CHECK HERE					NAME <b>Shorthaul Airlines, Inc.</b>				ADDRESS <b>111 Airport Way, St. Louis, Missouri 58010</b>																																																																																			
A. REGISTERED OWNER (As shown on certificate of aircraft registration)				IF DEALER, CHECK HERE																																																																																																					
NAME <b>Shorthaul Airlines, Inc.</b>				ADDRESS <b>111 Airport Way, St. Louis, Missouri 58010</b>																																																																																																					
B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)																																																																																																									
<input checked="" type="checkbox"/> AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) <b>A16WE</b>				<input checked="" type="checkbox"/> AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) <b>93-03</b>																																																																																																					
AIRCRAFT LISTING (Give page number(s)) <b>N/A</b>				SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) <b>N/A</b>																																																																																																					
C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS																																																																																																									
<input checked="" type="checkbox"/> CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173.				TOTAL AIRFRAME HOURS <b>8.45</b>		3 EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed) <b>N/A</b>																																																																																																			
<b>D. CERTIFICATION</b> - I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.																																																																																																									
DATE OF APPLICATION <b>02/23/2000</b>			NAME AND TITLE (Print or type) <b>John Doe, Vice President Operations</b>			SIGNATURE <b>John Doe</b>																																																																																																			
<b>A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY:</b> (Complete this section only if FAR part 21.183(d) applies).																																																																																																									
2		FAR part 121 or 127 CERTIFICATE HOLDER (Give Certificate No.)		3	CERTIFICATED MECHANIC (Give Certificate No.)		6	CERTIFICATED REPAIR STATION (Give Certificate No.)																																																																																																	
5		AIRCRAFT MANUFACTURER (Give name or firm)																																																																																																							
DATE			TITLE			SIGNATURE																																																																																																			
<table border="0" style="width: 100%;"> <tr> <td colspan="4">(Check ALL applicable blocks in items A and B)</td> <td colspan="5">THE CERTIFICATE REQUESTED</td> </tr> <tr> <td colspan="4">A. I find that the aircraft described in Section I or VII meets requirements for:</td> <td colspan="5">4 AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE</td> </tr> <tr> <td colspan="4">B. Inspection for a special flight permit under Section VII was conducted by:</td> <td colspan="5"> <table border="0" style="width: 100%;"> <tr> <td>FAA INSPECTOR</td> <td><input checked="" type="checkbox"/> FAA DESIGNEE</td> </tr> <tr> <td colspan="2">CERTIFICATE HOLDER UNDER:</td> </tr> <tr> <td>FAR 65</td> <td>FAR 121, 127 or 135</td> <td>FAR 145</td> </tr> </table> </td> </tr> <tr> <td colspan="2">DATE</td> <td colspan="2">DISTRICT OFFICE</td> <td colspan="2">DESIGNEE'S SIGNATURE AND NO.</td> <td colspan="3">FAA INSPECTOR'S SIGNATURE</td> </tr> <tr> <td colspan="2">03/15/2000</td> <td colspan="2">WE40 4346</td> <td colspan="2">4 <b>GE Smith</b> G.E. Smith, DMIR 1234</td> <td colspan="3">1</td> </tr> </table>									(Check ALL applicable blocks in items A and B)				THE CERTIFICATE REQUESTED					A. I find that the aircraft described in Section I or VII meets requirements for:				4 AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE					B. Inspection for a special flight permit under Section VII was conducted by:				<table border="0" style="width: 100%;"> <tr> <td>FAA INSPECTOR</td> <td><input checked="" type="checkbox"/> FAA DESIGNEE</td> </tr> <tr> <td colspan="2">CERTIFICATE HOLDER UNDER:</td> </tr> <tr> <td>FAR 65</td> <td>FAR 121, 127 or 135</td> <td>FAR 145</td> </tr> </table>					FAA INSPECTOR	<input checked="" type="checkbox"/> FAA DESIGNEE	CERTIFICATE HOLDER UNDER:		FAR 65	FAR 121, 127 or 135	FAR 145	DATE		DISTRICT OFFICE		DESIGNEE'S SIGNATURE AND NO.		FAA INSPECTOR'S SIGNATURE			03/15/2000		WE40 4346		4 <b>GE Smith</b> G.E. Smith, DMIR 1234		1																																															
(Check ALL applicable blocks in items A and B)				THE CERTIFICATE REQUESTED																																																																																																					
A. I find that the aircraft described in Section I or VII meets requirements for:				4 AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE																																																																																																					
B. Inspection for a special flight permit under Section VII was conducted by:				<table border="0" style="width: 100%;"> <tr> <td>FAA INSPECTOR</td> <td><input checked="" type="checkbox"/> FAA DESIGNEE</td> </tr> <tr> <td colspan="2">CERTIFICATE HOLDER UNDER:</td> </tr> <tr> <td>FAR 65</td> <td>FAR 121, 127 or 135</td> <td>FAR 145</td> </tr> </table>					FAA INSPECTOR	<input checked="" type="checkbox"/> FAA DESIGNEE	CERTIFICATE HOLDER UNDER:		FAR 65	FAR 121, 127 or 135	FAR 145																																																																																										
FAA INSPECTOR	<input checked="" type="checkbox"/> FAA DESIGNEE																																																																																																								
CERTIFICATE HOLDER UNDER:																																																																																																									
FAR 65	FAR 121, 127 or 135	FAR 145																																																																																																							
DATE		DISTRICT OFFICE		DESIGNEE'S SIGNATURE AND NO.		FAA INSPECTOR'S SIGNATURE																																																																																																			
03/15/2000		WE40 4346		4 <b>GE Smith</b> G.E. Smith, DMIR 1234		1																																																																																																			

FAA Form 8130-6 (11-88) SUPERSEDES PREVIOUS EDITION

**FIGURE 3-13. SAMPLE FAA FORM 8130-6, APPLICATION FOR AIRWORTHINESS  
CERTIFICATE, NEW AIRCRAFT PRODUCED UNDER AN APIS OR PC  
(CONTINUED) (REVERSE SIDE)**

<b>VI. PRODUCTION FLIGHT TESTING</b>	<b>A. MANUFACTURER</b>				
	NAME		ADDRESS		
	<b>B. PRODUCTION BASIS (Check applicable item)</b>				
	<input type="checkbox"/> PRODUCTION CERTIFICATE (Give production certificate number) <input type="checkbox"/> TYPE CERTIFICATE ONLY <input type="checkbox"/> APPROVED PRODUCTION INSPECTION SYSTEM				
<b>VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST</b>	<b>C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS</b> _____				
	DATE OF APPLICATION		NAME AND TITLE (Print or type)		
			SIGNATURE		
	<b>A. DESCRIPTION OF AIRCRAFT</b>				
	REGISTERED OWNER		ADDRESS		
	BUILDER (Make)		MODEL		
	SERIAL NUMBER		REGISTRATION MARK		
	<b>B. DESCRIPTION OF FLIGHT</b> CUSTOMER DEMONSTRATION FLIGHTS <input type="checkbox"/> (Check if applicable)				
	FROM		TO		
	VIA		DEPARTURE DATE	DURATION	
<b>VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)</b>	<b>C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT</b>				
	<input type="checkbox"/>	PILOT	<input type="checkbox"/>	CO-PILOT	
	<input type="checkbox"/>	FLIGHT ENGINEER	<input type="checkbox"/>	OTHER (Specify)	
	<b>D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:</b>				
	<b>E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION: (Use attachment if necessary)</b>				
	<b>F. CERTIFICATION</b> - I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 et seq., and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.				
	DATE		NAME AND TITLE (Print or type)		
			SIGNATURE		
<b>VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)</b>	<input checked="" type="checkbox"/>	<b>A. Operating Limitations and Markings in Compliance with FAR 91.31 as applicable</b>		<input type="checkbox"/>	<b>G. Statement of Conformity, FAA Form 8130-9 (Attach when required)</b>
	<input type="checkbox"/>	<b>B. Current Operating Limitations Attached</b>		<input type="checkbox"/>	<b>H. Foreign Airworthiness Certification for Import Aircraft (Attach when required)</b>
	<input type="checkbox"/>	<b>C. Data, Drawings, Photographs, etc. (Attach when required)</b>		<input type="checkbox"/>	<b>I. Previous Airworthiness Certificate Issued in Accordance with</b>
	<input type="checkbox"/>	<b>D. Current Weight and Balance Information Available in Aircraft</b>		<input type="checkbox"/>	<b>FAR _____ CAR _____ (Original Attached)</b>
	<input type="checkbox"/>	<b>E. Major Repair and Alteration, FAA Form 337 (Attach when required)</b>		<input checked="" type="checkbox"/>	<b>J. Current Airworthiness Certificate Issued in Accordance with</b>
	<input checked="" type="checkbox"/>	<b>F. This inspection Recorded in Aircraft Records</b>		<input type="checkbox"/>	<b>FAR 21.183 (a) or (b) _____ (Copy attached)</b>

**FIGURE 3-14. SAMPLE FAA FORM 8130-6, APPLICATION FOR AIRWORTHINESS  
CERTIFICATE, SURPLUS MILITARY AIRCRAFT (FACE SIDE)**

 U.S. Department of Transportation Federal Aviation Administration		<b>APPLICATION FOR AIRWORTHINESS CERTIFICATE</b>		Form Approved O.M.B. No. 2120-0018							
		<b>INSTRUCTIONS</b> - Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable.									
I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK N34562		2. AIRCRAFT BUILDER'S NAME (Make) Hughes		3. AIRCRAFT MODEL DESIGNATION 369A		4. YR. MFR. 1966	FAA CODING			
	5. AIRCRAFT SERIAL NO. 1332		6. ENGINE BUILDER'S NAME (Make) Allison		7. ENGINE MODEL DESIGNATION 250-C10B						
	8. NUMBER OF ENGINES 1		9. PROPELLER BUILDER'S NAME (Make) N/A		10. PROPELLER MODEL DESIGNATION N/A		11. AIRCRAFT IS (Check if applicable) IMPORT				
II. CERTIFICATION REQUESTED	APPLICATION IS HEREBY MADE FOR: (Check applicable items)										
	A 1 <input checked="" type="checkbox"/> STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)		NORMAL		UTILITY		ACROBATIC		TRANSPORT	GLIDER	BALLOON
	B <input type="checkbox"/> SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)										
	2 <input type="checkbox"/> LIMITED										
	5 <input type="checkbox"/> PROVISIONAL (Indicate class)		1 <input type="checkbox"/> CLASS I								
			2 <input type="checkbox"/> CLASS II								
	3 <input type="checkbox"/> RESTRICTED (Indicate operation(s) to be conducted)		1 <input type="checkbox"/> AGRICULTURE AND PEST CONTROL		2 <input type="checkbox"/> AERIAL		3 <input type="checkbox"/> AERIAL ADVERTISING				
			4 <input type="checkbox"/> FOREST (Wildlife conservation)		5 <input type="checkbox"/> PATROLLING		6 <input type="checkbox"/> WEATHER CONTROL				
			7 <input type="checkbox"/> CARRIAGE OF CARGO		0 <input type="checkbox"/> OTHER (Specify)						
	4 <input type="checkbox"/> EXPERIMENTAL (Indicate operation(s) to be conducted)		1 <input type="checkbox"/> RESEARCH AND DEVELOPMENT		2 <input type="checkbox"/> AMATEUR BUILT		3 <input type="checkbox"/> EXHIBITION				
		4 <input type="checkbox"/> RACING		5 <input type="checkbox"/> CREW TRAINING				MKT. SURVEY			
		0 <input type="checkbox"/> TO SHOW COMPLIANCE WITH FAR									
		1 <input type="checkbox"/> FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE									
		2 <input type="checkbox"/> EVACUATE FROM AREA OF IMPENDING DANGER									
		3 <input type="checkbox"/> OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT									
		4 <input type="checkbox"/> DELIVERING OR EXPORT		5 <input type="checkbox"/> PRODUCTION FLIGHT TESTING							
		6 <input type="checkbox"/> CUSTOMER DEMONSTRATION FLIGHTS									
C 6 <input type="checkbox"/> MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited," as applicable.)											
III. OWNER'S CERTIFICATION	A. REGISTERED OWNER (As shown on certificate of aircraft registration)				IF DEALER, CHECK HERE						
	NAME Helicopter Operations, Inc.				ADDRESS 2345 Perimeter Drive, Stockton, Calif. 94044						
	B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)										
	<input checked="" type="checkbox"/> AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) H3 WE Rev. 2				<input checked="" type="checkbox"/> AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) 93-20						
	AIRCRAFT LISTING (Give page number(s)) N/A				SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) N/A						
	C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS										
	<input checked="" type="checkbox"/> CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173.		TOTAL AIRFRAME HOURS 2852.0		3 <input type="checkbox"/> EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed) N/A						
	D. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.										
	DATE OF APPLICATION 10/12/2000		NAME AND TITLE (Print or type) James J. Jones, General Mgr.			SIGNATURE James Jones					
	A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR part 21.183(d) applies).										
2 <input type="checkbox"/> FAR part 121 or 127 CERTIFICATE HOLDER (Give Certificate No.)		3 <input type="checkbox"/> CERTIFICATED MECHANIC (Give Certificate No.)		6 <input type="checkbox"/> CERTIFICATED REPAIR STATION (Give Certificate No.)							
5 <input checked="" type="checkbox"/> AIRCRAFT MANUFACTURER (Give name or firm)											
DATE 04/26/2000		TITLE Manager, Quality Assurance			SIGNATURE Richard Martin						
IV. INSPECTION AGENCY VERIFICATION											
	(Check ALL applicable blocks in items A and B)										
	A. I find that the aircraft described in Section I or VII meets requirements for:				THE CERTIFICATE REQUESTED						
					4 <input type="checkbox"/> AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE						
	B. Inspection for a special flight permit under Section VII was conducted by:				<input checked="" type="checkbox"/> FAA INSPECTOR						
					FAA DESIGNEE						
DATE 11/13/2000		DISTRICT OFFICE NM-XX		4 <input type="checkbox"/> CERTIFICATE HOLDER UNDER:		FAA INSPECTOR'S SIGNATURE					
				1 <input type="checkbox"/> Ben Porter		Ben Porter					

FAA Form 8130-6 (11-88) SUPERSEDES PREVIOUS EDITION

**FIGURE 3-14. SAMPLE FAA FORM 8130-6, APPLICATION FOR AIRWORTHINESS  
CERTIFICATE, SURPLUS MILITARY AIRCRAFT  
(CONTINUED) (REVERSE SIDE)**

<b>VI. PRODUCTION FLIGHT TESTING</b>	<b>A. MANUFACTURER</b>		
	NAME		ADDRESS
	<b>B. PRODUCTION BASIS</b> <i>(Check applicable item)</i>		
	<input type="checkbox"/> PRODUCTION CERTIFICATE <i>(Give production certificate number)</i> <input type="checkbox"/> TYPE CERTIFICATE ONLY <input type="checkbox"/> APPROVED PRODUCTION INSPECTION SYSTEM		
	<b>C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS</b> _____		
	DATE OF APPLICATION	NAME AND TITLE <i>(Print or type)</i>	SIGNATURE
<b>VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST</b>	<b>A. DESCRIPTION OF AIRCRAFT</b>		
	REGISTERED OWNER		ADDRESS
	BUILDER (Make)		MODEL
	SERIAL NUMBER		REGISTRATION MARK
	<b>B. DESCRIPTION OF FLIGHT</b> <span style="float: right;">CUSTOMER DEMONSTRATION FLIGHTS <input type="checkbox"/> <i>(Check if applicable)</i></span>		
	FROM		TO
	VIA		DEPARTURE DATE      DURATION
	<b>C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT</b>		
	<input type="checkbox"/> PILOT <input type="checkbox"/> CO-PILOT <input type="checkbox"/> FLIGHT ENGINEER <input type="checkbox"/> OTHER <i>(Specify)</i>		
	<b>D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:</b>		
	<b>E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION:</b> <i>(Use attachment if necessary)</i>		
	<b>F. CERTIFICATION</b> - I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 <u>et seq.</u> and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.		
	DATE		SIGNATURE
NAME AND TITLE <i>(Print or type)</i>			
<b>VIII. AIRWORTHINESS DOCUMENTATION (FAA Use only)</b>	<input checked="" type="checkbox"/>	A. Operating Limitations and Markings in Compliance with FAR 91.31 as applicable	<input checked="" type="checkbox"/> G. Statement of Conformity, FAA Form 8130-9 <i>(Attach when required)</i>
	<input type="checkbox"/>	B. Current Operating Limitations Attached	<input type="checkbox"/> H. Foreign Airworthiness Certification for Import Aircraft <i>(Attach when required)</i>
	<input type="checkbox"/>	C. Data, Drawings, Photographs, etc. <i>(Attach when required)</i>	I. Previous Airworthiness Certificate Issued in Accordance with
	<input checked="" type="checkbox"/>	D. Current Weight and Balance Information Available in Aircraft	<b>FAR</b> _____ <b>CAR</b> _____ <i>(Original Attached)</i>
	<input type="checkbox"/>	E. Major Repair and Alteration, FAA Form 337 <i>(Attach when required)</i>	J. Current Airworthiness Certificate Issued in Accordance with
	<input checked="" type="checkbox"/>	F. This inspection Recorded in Aircraft Records	<b>FAR</b> 21.183(d) _____ <i>(Copy attached)</i>

**FIGURE 3-15. SAMPLE FAA FORM 8130-6, APPLICATION FOR AIRWORTHINESS CERTIFICATE, AIRCRAFT BUILT FROM SPARE AND SURPLUS PARTS (FACE SIDE)**

U.S. Department of Transportation Federal Aviation Administration		APPLICATION FOR AIRWORTHINESS CERTIFICATE		INSTRUCTIONS - Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable.						
I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (Make)	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFR.	FAA CODING					
	N54321	Jackson	47G-4	1968						
	5. AIRCRAFT SERIAL NO.	6. ENGINE BUILDER'S NAME (Make)	7. ENGINE MODEL DESIGNATION							
	3191 HT	Lycoming	V0540-B1B							
	8. NUMBER OF ENGINES	9. PROPELLER BUILDER'S NAME (Make)	10. PROPELLER MODEL DESIGNATION	11. AIRCRAFT IS (Check if applicable)						
	1	N/A	N/A	IMPORT						
II. CERTIFICATION REQUESTED	APPLICATION IS HEREBY MADE FOR: (Check applicable items)									
	A	1	<input checked="" type="checkbox"/> STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)	<input checked="" type="checkbox"/> NORMAL	UTILITY	ACROBATIC	TRANSPORT	GLIDER	BALLOON	
	B	SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)								
		2	LIMITED	1	CLASS I					
		5	PROVISIONAL (Indicate class)	2	CLASS II					
		3	RESTRICTED (Indicate operation(s) to be conducted)	1	AGRICULTURE AND PEST CONTROL	2	AERIAL	3	AERIAL ADVERTISING	
				4	FOREST (Wildlife conservation)	5	PATROLLING	6	WEATHER CONTROL	
				7	CARRIAGE OF CARGO	0	OTHER (Specify)			
		4	EXPERIMENTAL (Indicate operation(s) to be conducted)	1	RESEARCH AND DEVELOPMENT	2	AMATEUR BUILT	3	EXHIBITION	
				4	RACING	5	CREW TRAINING		MKT. SURVEY	
				0	TO SHOW COMPLIANCE WITH FAR					
				1	FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE					
				2	EVACUATE FROM AREA OF IMPENDING DANGER					
				3	OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT					
		8	SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side)	4	DELIVERING OR EXPORT	5	PRODUCTION FLIGHT TESTING			
			6	CUSTOMER DEMONSTRATION FLIGHTS						
C	6	MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited," as applicable.)								
III. OWNER'S CERTIFICATION	A. REGISTERED OWNER (As shown on certificate of aircraft registration)					IF DEALER, CHECK HERE				
	NAME Henry L. Jackson					ADDRESS Municipal Airport, Hanger 5, Cranberry, New Jersey 33033				
	B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete item(s) as indicated)									
	<input checked="" type="checkbox"/> AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) 2H3 Rev. 8					<input checked="" type="checkbox"/> AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) 93-12				
	AIRCRAFT LISTING (Give page number(s)) N/A					<input checked="" type="checkbox"/> SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) SH165EA; SH252SW				
	C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS									
	<input checked="" type="checkbox"/> CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173.					TOTAL AIRFRAME HOURS 11.3				
						3 EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed) N/A				
	D. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.									
	DATE OF APPLICATION 12/23/2000					NAME AND TITLE (Print or type) Henry L. Jackson, Owner				
					SIGNATURE Henry L. Jackson					
IV. INSPECTION AGENCY VERIFICATION	A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR part 21.183(d) applies).									
	2	FAR part 121 or 127 CERTIFICATE HOLDER (Give Certificate No.)				3	CERTIFICATED MECHANIC (Give Certificate No.)			
	5	<input checked="" type="checkbox"/> AIRCRAFT MANUFACTURER (Give name or firm) Bell Helicopter				6	CERTIFICATED REPAIR STATION (Give Certificate No.)			
	DATE 07/05/2000					TITLE Manager, Quality Assurance				
					SIGNATURE David S. Jones					
V. FAA REPRESENTATIVE CERTIFICATION	(Check ALL applicable blocks in item(s) A and B)									
	A. I find that the aircraft described in Section I or VII meets requirements for:									
	4 THE CERTIFICATE REQUESTED									
	AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE									
	B. Inspection for a special flight permit under Section VII was conducted by:									
4 FAA INSPECTOR										
FAA DESIGNEE										
CERTIFICATE HOLDER UNDER:										
FAR 65										
FAR 121, 127 or 135										
FAR 145										
DATE 12/23/2000		DISTRICT OFFICE NE-XX		DESIGNEE'S SIGNATURE AND NO. 4				FAA INSPECTOR'S SIGNATURE 1 E.J. Smith E.J. Smith		

FAA Form 8130-6 (11-88) SUPERSEDES PREVIOUS EDITION

**FIGURE 3-15. SAMPLE FAA FORM 8130-6, APPLICATION FOR AIRWORTHINESS  
CERTIFICATE, AIRCRAFT BUILT FROM SPARE AND SURPLUS PARTS  
(CONTINUED) (REVERSE SIDE)**

<b>VI. PRODUCTION FLIGHT TESTING</b>	<b>A. MANUFACTURER</b>				
	NAME		ADDRESS		
	<b>B. PRODUCTION BASIS</b> <i>(Check applicable item)</i>				
	<input type="checkbox"/>	PRODUCTION CERTIFICATE <i>(Give production certificate number)</i>			
	<input type="checkbox"/>	TYPE CERTIFICATE ONLY			
	<input type="checkbox"/> APPROVED PRODUCTION INSPECTION SYSTEM				
	<b>C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS</b> _____				
	DATE OF APPLICATION	NAME AND TITLE <i>(Print or type)</i>		SIGNATURE	
<b>VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST</b>	<b>A. DESCRIPTION OF AIRCRAFT</b>				
	REGISTERED OWNER		ADDRESS		
	BUILDER (Make)		MODEL		
	SERIAL NUMBER		REGISTRATION MARK		
	<b>B. DESCRIPTION OF FLIGHT</b> CUSTOMER DEMONSTRATION FLIGHTS <input type="checkbox"/> <i>(Check if applicable)</i>				
	FROM		TO		
	VIA		DEPARTURE DATE	DURATION	
	<b>C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT</b>				
	<input type="checkbox"/>	PILOT	<input type="checkbox"/>	CO-PILOT	
	<input type="checkbox"/>	FLIGHT ENGINEER	<input type="checkbox"/>	OTHER <i>(Specify)</i>	
	<b>D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:</b>				
	<b>E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION:</b> <i>(Use attachment if necessary)</i>				
	<b>F. CERTIFICATION</b> - I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 <u>et seq.</u> and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.				
DATE		NAME AND TITLE <i>(Print or type)</i>			
		SIGNATURE			
<b>VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)</b>	<input checked="" type="checkbox"/>	<b>A.</b> Operating Limitations and Markings in Compliance with FAR 91.31 as applicable		<input checked="" type="checkbox"/>	<b>G.</b> Statement of Conformity, FAA Form 8130-9 <i>(Attach when required)</i>
	<input type="checkbox"/>	<b>B.</b> Current Operating Limitations Attached		<input type="checkbox"/>	<b>H.</b> Foreign Airworthiness Certification for Import Aircraft <i>(Attach when required)</i>
	<input type="checkbox"/>	<b>C.</b> Data, Drawings, Photographs, etc. <i>(Attach when required)</i>		<input type="checkbox"/>	<b>I.</b> Previous Airworthiness Certificate Issued in Accordance with
	<input type="checkbox"/>	<b>D.</b> Current Weight and Balance Information Available in Aircraft		<input type="checkbox"/>	<b>FAR</b> _____ <b>CAR</b> _____ <i>(Original Attached)</i>
	<input type="checkbox"/>	<b>E.</b> Major Repair and Alteration, FAA Form 337 <i>(Attach when required)</i>		<input type="checkbox"/>	<b>J.</b> Current Airworthiness Certificate Issued in Accordance with
	<input type="checkbox"/>	<b>F.</b> This inspection Recorded in Aircraft Records		<input type="checkbox"/>	<b>FAR 21.183(d)</b> _____ <i>(Copy attached)</i>





## SECTION 6. GENERAL EXPERIMENTAL AIRWORTHINESS CERTIFICATIONS

- \* **121. GENERAL.** Any U.S.-registered aircraft that does not have a current standard airworthiness certificate certifying that the aircraft conforms to a TC cannot be legally operated until it has been issued an experimental airworthiness certificate or special flight permit. Included in the operations requiring the issuance of experimental certificates are those involving flight tests of certificated aircraft that have undergone design changes. \*
- \* **a.** An experimental airworthiness certificate may be issued to an aircraft located in or outside of the United States that is intended for continual operation in another country when it meets the following requirements:
  - (1) The CAA of the country in which the aircraft is located or intended to fly has authorized operation of the aircraft.
  - (2) The Flight Standards Service will have appropriate oversight of the aircraft during the continual operation.
- b.** If an experimental airworthiness certificate is issued to an aircraft located in or outside of the United States for time-limited operations in another country, the experimental airworthiness certificate must be accompanied by appropriate operating limitations that have been coordinated with the responsible CAA before issuance. \*
- \* **c. Experimental Airworthiness Certificates, Multipurpose.** An experimental airworthiness certificate may be issued for more than one of the purposes shown in sections 7, 8, and 9 of this order. When more than one purpose is requested, the issuing FAA representative must ensure that adequately controlled conditions exist as specified in the operating limitations. When issuing an airworthiness certificate for the purposes of research and development, showing compliance with regulations, crew training, and market surveys, the certificate should be made effective for only the length of time reasonable to accomplish the applicant's program, not to exceed one year. The issuance of multiple purpose certificates for research and development and showing compliance should be limited to PC/APIS holders. This may be extended to modifiers only when adequately substantiated, e.g., complex programs. Applicants for a multiple purpose certificate must justify the requested purposes to the satisfaction of the FAA. \*
- \* **d. Listing of Manned-free Balloon or Glider on Special Airworthiness Certificates Issued for Experimental Purposes.** An aircraft eligible for the issuance of an experimental airworthiness certificate under § 21.191 and which clearly has the predominant flight characteristics of either a manned-free balloon or glider will be identified as follows: "MANNED-FREE BALLOON" or "GLIDER" will be placed in parenthesis following "experimental" in the "Category/Designation" block of Form 8130-7. This procedure will ensure the appropriate application of 14 CFR part 61, Certification: Pilots, Flight Instructors, and Ground Instructors (part 61), concerning the medical requirements for the operation of such aircraft. Further guidance can be found in AC 21.17-2, Type Certification - Fixed-wing Gliders (Sail planes) Including Powered Gliders. \*
- \* **e.** The requirements for issuing experimental certificates are contained in §§ 21.191, 21.193, and 21.195. \*

\* **f.** For the purpose of this chapter, type certification programs include TC, STC, and amendments to either. \*

\* **g.** Section 91.319 prescribes operating limitations that are applicable to all aircraft having experimental certificates. In addition, the Administrator may prescribe other limitations as may be considered necessary under § 91.319(e). \*

**NOTE: Basic operating limitations for all experimental aircraft shall be issued as prescribed in sections 7, 8, and 9 of this order.**

\* **h.** In order to operate under Phase II operating limitations, the operator must make a signed log book entry attesting to meeting the requirements of § 91.319(b). \*

\* **i.** Experimental military aircraft built under a military contract and identified by military aircraft identification marks do not require registration or the issuance of experimental certificates for flight testing or demonstration prior to acceptance by the military. However, aircraft of military design built independently by manufacturers and not having military identification, will be required to obtain FAA registration and an experimental airworthiness certificate since such aircraft would be considered civil aircraft. \*

\* **j.** The FAA shall determine that the aircraft displays nationality and registration marks in accordance with § 45.21 and that the word "EXPERIMENTAL" is displayed in accordance with § 45.23. \*

## **122. ELIGIBILITY.**

**a.** For an aircraft to be eligible for an experimental certificate, the aircraft must be registered and the applicant must satisfy one or more of the purposes stated in § 21.191, as further discussed in sections 7, 8, and 9 of this order.

**b.** An experimental airworthiness certificate may be issued for an aircraft under a Dealer's Aircraft Registration Certificate for required flight tests by the manufacturer, or for purposes incidental to sale by the manufacturer of the aircraft for which the certificate is issued. In the latter case, the FAA should ensure that the requirements of § 21.195 are met.

**c.** In assuring compliance with § 21.193(d), the following shall be described in the applicant's program letter:

**(1) Purpose of Experiment, § 21.193(d)(1).** An applicant must submit a program letter describing the purpose in sufficient detail to outline the aircraft configuration and program objectives and in a manner that will permit the FAA to prescribe adequate limitations and conditions necessary to ensure safe operation. The main objective is to outline the aircraft configuration and program objectives and not to describe everything in minute detail. The use of the same aircraft for overlapping programs is not precluded and the program letter can outline one or more programs. Upon showing compliance with § 91.319(b), the aircraft can be used to support other aircraft in the program or other experimental programs the manufacturer/applicant has underway, e.g., support crew movements, chase plane, carry

spare engines, etc. This support activity, in addition to the purpose for which the certificate is to be issued, should be included in the program letter or be included in the procedure described in paragraph 146 of this order.

**NOTE: A new program letter will be required when significant changes to the aircraft configuration and program objectives are planned.**

**(2) Time or Number of Flights, § 21.193(d)(2).** The applicant's program letter must include the estimated time or number of flights required to accomplish the program. The FAA will evaluate the request in comparison to the program in order to establish an appropriate time duration for the special airworthiness certificate.

**(3) Areas.** The applicant must provide in the program letter sufficient detail to describe the areas over which the proposed flights are to be conducted. It is the responsibility of the FAA to establish boundaries of the flight test area, and, in densely populated areas or congested airways, takeoff, departure, and landing approach corridors that ensure hazards to persons and property are minimized.

**(4) Describe Aircraft Configuration.** Except for aircraft converted from a TC, the applicant must describe the aircraft's external configuration. The use of three-view sketches and three dimensional photographs are acceptable.

**(5) Program Letter.** Figure 4-13 shows a sample program letter that an applicant can use or expand upon as needed.

**123. DEMILITARIZATION OF FORMER MILITARY AIRCRAFT.** Former military aircraft should be demilitarized prior to application for airworthiness certification. It is not possible to define what the final configuration of these aircraft will be following this demilitarization. Therefore, since the demilitarization process will most likely involve a change to the aircraft configuration, FAA representatives should not consider an application for airworthiness certification unless demilitarization has been completed.

**a.** It is the policy of the DOD that surplus U.S. military property designated as arms, ammunition, implements of war, and other military items will be demilitarized to the extent necessary to preclude the unauthorized use of these military items. The intent behind this DOD policy is to destroy the military advantages inherent in certain types of property, render harmless that property which is dangerous, and to protect the national interest. This DOD policy mandates that tactical, fighter, and bomber aircraft will be demilitarized to the extent that will render the aircraft not airworthy. This DOD policy is not applicable to military trainer, observation, or liaison aircraft. Additionally, DOD does release a limited number of tactical, fighter, and bomber aircraft for operation in R&D programs. Typically, these aircraft may only be demilitarized to the extent that classified equipment has been removed.

**NOTE: This does not mean that all other U.S. surplus military aircraft should have been rendered not airworthy. For example, some U.S. military aircraft that were sold to other countries may be available for public sale. These aircraft are subject to the import requirements that are listed in paragraph 123b of this order. Additionally, other aircraft may have been constructed from surplus parts.**

b. Former military aircraft imported from any other country require an import permit issued by the Department of Treasury, Bureau of Alcohol, Tobacco, and Firearms (ATF). This is granted by ATF using an ATF Form 6, Application and Permit for Importation of Firearms, Ammunition, and Implements of War. Additionally, these former military aircraft are required to be demilitarized in order to clear U.S. Customs. Compliance with demilitarization is evidenced by a completed ATF Form 6A, Release and Receipt of Imported Firearms, Ammunition, and Implements of War. Proof of demilitarization will be verified if the applicant presents copies of ATF Form 6 and ATF Form 6A that have been completed by the appropriate Department of Treasury officials. If the applicant is unable to produce ATF Form 6 or 6A, the FAA certificating office should contact the ATF Firearms and Explosives Import Branch to determine if copies of these forms are available for the particular aircraft. In cases where ATF Forms 6 or 6A are not required or not available, the FAA certificating office manager will determine the extent of demilitarization necessary prior to airworthiness certification.

**NOTE: Should there be any questions regarding ATF Forms 6 and 6A requirements, contact the ATF Firearms and Explosives Import Branch at the Department of the Treasury.**

#### **124. AIRCRAFT EQUIPPED WITH EJECTION SEATS OR JETTISONABLE STORES.**

Former military turbine-powered aircraft certificated for the purpose(s) of research and development, exhibition, or air racing, may be eligible to operate with functional ejection seats. Only aircraft certificated for the purpose of research and development may be eligible to operate with functional jettisonable external fuel tanks or stores. The following requirements must be met in order to have these systems operational.

a. The applicant must provide objective evidence that the airport manager of the airport where the aircraft is based has been notified regarding the presence of explosive devices in these systems and the planned operation of an experimental aircraft from that airport.

b. Jettisonable external fuel tank(s) or stores systems must be maintained in accordance with manufacturer's procedures and inspected in accordance with the provisions of the FSDO-approved inspection program for the particular aircraft. The FAA will verify that there is a records entry indicating current serviceability of the jettison system(s).

c. Ejection seat systems must be maintained in accordance with manufacturer's procedures and inspected in accordance with the provisions of the FSDO-approved inspection program for the particular aircraft. The FAA will verify that there is a record entry indicating current serviceability of the ejection system, including the status of any dated shelf-life items.

d. The applicant must have provisions for securing the aircraft to prevent inadvertent operation of the jettison and/or ejection systems whenever the aircraft is parked.

## 125. FLIGHT TEST AREAS.

**a. General.** Section 91.319(b) requires that an unproven aircraft be assigned to a flight test area. The assigned test area is prescribed in accordance with § 91.305. The FAA, when requested, should assist applicants in selecting areas that comply with § 91.305. The FAA is required to evaluate each application to determine that the flight test area does not exceed that which is reasonably required to accomplish the program. Actions pertaining to flight test areas should be coordinated with the nearest office of the Air Traffic Service.

**b. Assigned Flight Test Areas.** Under §§ 91.319(b) and 91.305, all initial flight operations of experimental aircraft must be limited to the assigned flight test area until the aircraft is shown to be controllable throughout its normal range of speeds and all maneuvers to be executed, and has not displayed any hazardous operating characteristics or design features.

(1) In the case of the first flight of an aircraft from an airport surrounded by a densely populated area, but with at least one acceptable approach/departure corridor, the FAA shall ensure that a flight corridor is selected where the least number of persons and property may be subjected to possible hazards. In addition, upon leaving such an airport, the aircraft should be required to operate from an outlying airport until its controllability and safety are established, after which the aircraft may return to its base and use the established corridor for subsequent operations. The description of the area selected by the applicant and agreed to by the FAA shall be made a part of the operating limitations; or

(2) In the case of an aircraft located at any airport surrounded by a densely populated area and lacking any acceptable approach/departure corridor, the FAA shall deny the airworthiness certificate and process the denial in accordance with paragraph 88 of this order. The applicant shall be advised to relocate the aircraft by other means to a suitable airport.

**NOTE: An acceptable approach/departure corridor may be considered to exist when the corridor provides reasonable opportunity(s) to execute an off-airport emergency landing that will not jeopardize other persons or property.**

**c. Operation Within an Assigned Flight Test Area.** Except for amateur-built aircraft, there are no specific flight time requirements for operation within an assigned flight test area. Each case must be judged on the individual conditions, such as the type and complexity of the aircraft. For example, flight testing in conjunction with an STC modification may require only one hour in an assigned flight test area while the initial operation of a prototype jet aircraft or a military surplus jet aircraft may require 20 or more hours before the requirements of § 91.319(b) can be met. In any event, the FAA inspector should not amend the operating limitations to permit flight outside of the assigned flight test area until the applicant certifies and the FAA finds compliance with § 91.319(b). This finding by the FAA may be a review of the aircraft records containing a statement by the pilot that the aircraft is controllable throughout its normal range of speeds and throughout all the maneuvers to be executed and has no hazardous operating characteristics or design features. Also, the maintenance history while in the test area must be satisfactory. The certificating inspector may witness flights or inspect the aircraft if deemed necessary. The PC/APIIS holder may show compliance with § 91.319(b) in accordance with its FAA-approved experimental operating procedure (see paragraph 146 of this order).

**d. Aerobatics.**

(1) Aerobatic maneuvers may be permitted while the aircraft is in the assigned flight test area if, in the certificating inspector's judgment, the aircraft has the capability of such flight. However, these maneuvers should not be attempted until sufficient flight experience has been gained to establish that the aircraft is satisfactorily controllable.

(2) Aerobatic maneuvers that have been demonstrated in the assigned flight test area should be documented in the aircraft records. Only those aerobatic maneuvers that have been successfully accomplished should be permitted after leaving the assigned flight test area. \*

(3) Those aircraft owners/operators wishing to include new aerobatic maneuvers will need to make a request for a new flight test area and follow the same conditions as noted in paragraph 125d(2) above.

**126. OPERATING OUTSIDE FLIGHT TEST AREAS.**

a. Aircraft that have satisfied the requirements outlined under paragraph 125c of this order may be operated outside of an assigned flight test area. Except as provided for in section 9, paragraph 146 of this order, operation of the aircraft outside an assigned flight test area will require issuance of a new experimental airworthiness certificate with the new amended operating limitations.

b. Prior to authorizing an aircraft to operate outside of an assigned flight test area, the FAA should ensure the requirements of § 91.9 have been satisfied and are available in the aircraft. The FAA should prescribe those limitations listed in section 7, 8, and 9 of this order (as appropriate), and any others that might be appropriate. Except for amateur-built aircraft, if any major changes are made to an aircraft after it has been certificated for operation outside of a previously assigned flight test area, the cognizant FAA office must be notified. After the FAA offices have been notified and a determination is made that the aircraft needs to return to a flight test area, an amended certificate should be applied for with new limitations as needed. A new Form 8130-7 is required whenever operating limitations are amended, since the date of the old limitations shown on the corresponding certificate would not be in accordance with the date of the new limitations, and alteration of the certificate to change the date is not permitted.

**NOTE: Operation of all Group I, II, III, and IV aircraft will be restricted to airports that are within airspace classes C, D, E, or G except in the case of a declared emergency or authorized operations under an airshow waiver. Prior to issuing operating limitations for the aircraft, the certificating inspector will coordinate approach and departure corridors with the Flight Standards District Office (Operations Unit) and Air Traffic Control Facility that has the geographic responsibility for the airport on which the aircraft will be based or operations conducted. In addition, the applicant will provide a highlighted aeronautical map or chart depicting the proposed operational area, including a list of the proposed alternate airports. The radius will not exceed the limits authorized for the applicable aircraft group. The map/chart is part of the aircraft operating limitations and must be carried on board the aircraft when operating.**

**e. Advising Applicants.**

(1) FAA inspection of an amateur-built aircraft will be limited to a general airworthiness inspection when the aircraft is submitted for airworthiness certification. The FAA will not perform any progressive pre-cover inspections during the construction of the aircraft. These in-process inspections should be conducted by knowledgeable persons, e.g., EAA Technical Counselors, certificated mechanics, etc. All advice given to the amateur builder by the FAA inspector should be made a matter of record for future reference. **IN NO INSTANCE WILL THE FAA INSPECTOR ACTUALLY PERFORM ANY OF THE FABRICATION OR CONSTRUCTION WORK.**

(2) Many individuals who desire to build their own aircraft have little or no experience with respect to aeronautical practices, workmanship, or design. An excellent source for advice in such matters is the EAA located in Oshkosh, Wisconsin. Information on EAA programs and benefits may be obtained via the EAA Web Site at <http://www.eaa.org>.

(3) When the prospective builder contacts the appropriate FAA office to advise the FAA of the construction project, the inspector should provide the prospective builder with the applicable forms and any guidance necessary to ensure a thorough understanding of applicable regulations.

\* (4) The prospective builder, when applying for an airworthiness certificate, should submit to the FAA a three-view sketch, drawing, or photograph of the proposed aircraft project. \*

(5) The applicant should be advised that to show compliance with § 91.319(b) they must develop a flight test program that addresses the requirements, goals, and objectives of each test flight. The flight test program should be developed in accordance with AC 90-89, Amateur-Built Aircraft Flight Testing Handbook, as revised, or its equivalent in scope and detail. Flight test programs accomplish two purposes. First, it ensures that the aircraft has been adequately tested and determined to be safe to fly within the aircraft's flight envelope. Second, the flight test data is used to develop an accurate and complete Aircraft Flight Manual and to establish emergency procedures.

**NOTE: The EAA Flight Advisor program has been established to assist applicants in developing flight test plans.**

(6) The FAA district office, when requested, should furnish the builder with the following forms:

- (a) Aircraft Registration Application, Form 8050-1.
- (b) Application for Airworthiness Certificate, Form 8130-6.
- (c) Eligibility Statement - Amateur-Built Aircraft, FAA Form 8130-12.
- (d) Affidavit of ownership for Amateur-Built Aircraft, AC Form 8050-88.



(7) At the time of airworthiness certification:

(a) The aircraft should be complete in every respect.

(b) The applicant must submit all required documentation. If the applicant cannot, or will not, provide a statement of eligibility, the applicant should be advised that the aircraft cannot be certificated as amateur-built until other satisfactory evidence is provided to substantiate that the major portion of the aircraft was built for educational or recreational purposes.

**f. Weight and Balance.**

(1) Prior to certification, the amateur builder should accurately weigh the aircraft in accordance with established weight and balance procedures to determine the aircraft's empty, gross, and most forward and aft center of gravity range, including the weight and balance for the initial flight tests in order to help reduce stall, spin, and other control related accidents. Such limits would be determined by the builder through calculations if the aircraft is self-designed, or as specified in the data for aircraft constructed from a kit or built from purchased plans. The completed weight and balance report, including load limits for crew, oil, fuel, and baggage, should be available in the aircraft along with the other applicable placards, listings, and markings required by § 91.9.

(2) Prior to certificating the aircraft, the FAA should verify that the weight and balance data is accurate for that aircraft; that the aircraft has been weighed correctly; and that the CG and its most forward and aft CG limits are established.

**g. Transfer of Airworthiness Certificates.**

(1) An airworthiness certificate is transferred with the aircraft (§ 21.179), e.g., change of ownership, transfer of registration, etc. There is no FAA inspection required as a result of a transfer of an aircraft with its airworthiness certificate unless it is determined that revised operating limitations are necessary. In this case, a new Form 8130-7 must be issued to reflect the new date of the revised operating limitations. Therefore, Form 8130-6 is required to be submitted by the applicant.

(2) In some cases, amateur-built aircraft are sold with an expired airworthiness certificate or foreign airworthiness certificate. In such cases, an applicant may request and receive a special airworthiness certificate for the purpose of operating amateur-built aircraft, only if the aircraft was previously certificated in this category. In this case, a new Form 8130-7 would be issued along with new operating limitations, but without the eligibility to obtain a repairman certificate for that aircraft. The new certificate should only be issued after the FAA has verified airworthiness by following the appropriate procedures in paragraph 88 of this order.

**h. Operation of Canadian-Registered Amateur-Built Aircraft in the United States.**

Canadian-registered amateur-built aircraft are issued a "Special Certificate of Airworthiness" with operating limitations set by Transport Canada Civil Aviation. Operation in the United States of Canadian-registered amateur-built aircraft certified under the provisions of Canadian Air Regulations is permitted by the issuance of an SFA under § 91.715. This authorization must be obtained before

**NOTE: There is NO requirement for Airframe and Powerplant mechanics to sign off amateur-built airworthiness inspections. The aircraft builder's signature on Form 8130-6, Block III attests to the airworthiness of the amateur-built aircraft.**

**c. Aircraft Inspection.** The FAA shall arrange with the applicant to make the aircraft available for inspection to determine that:

(1) The identification plate meets the requirements of § 45.11, as applicable.

(2) The information on the identification plate is correct, matches the information on Form 8130-6, and is in accordance with § 45.13, as applicable.

(3) The aircraft nationality and registration marks are in accordance with part 45, subpart C, Nationality and Registration Marks.

(4) The flight control system, engine(s), propeller(s), pitot static system, and associated instruments operate properly.

\* (5) The cockpit instruments are marked appropriately and needed placards are installed and placed for easy reference.

(6) System controls (e.g., fuel selector(s) and electrical switches/breakers) are appropriately placed, clearly marked, and provide for easy access and operation.

\*

(7) An emergency locator transmitter (ELT) is installed, if required (§ 91.207).

**d. Certificate Issuance.** Upon satisfactory completion of the airworthiness inspection and documentation review, the FAA will issue the special airworthiness certificate along with the operating limitations for that aircraft. The operating limitations will be attached to Form 8130-7. The FAA should review the operating limitations with the applicant to ensure a clear understanding of the limitations. The FAA inspector may elect to issue amateur-built airworthiness certificates on a one-time basis for determining compliance with § 91.319(b) and continued operation under § 21.191(g). In those instances where the airworthiness certificate is to be issued for an unlimited duration, the operating limitations may be prescribed in two phases in the same document as follows:

(1) For the phase I limitations, the FAA will prescribe all operating limitations appropriate for the applicant to demonstrate compliance with § 91.319(b) in the assigned flight test area. This would further include a limitation requiring the owner/operator to endorse the aircraft log book with a statement certifying that the prescribed flight hours have been completed and the aircraft has been shown to comply with § 91.319(b). The owner/operator may then operate in accordance with phase II.

(2) For the phase II limitations, the FAA will prescribe operating limitations for the operation of an amateur-built aircraft for an unlimited duration, as appropriate.

(3) Under § 91.319(e), the FAA may prescribe any additional limitations in phase I or II deemed necessary in the interest of safety.

(4) If the aircraft meets the requirements for the certification requested, the FAA shall:

(a) Make an aircraft log book entry.

(b) Issue Form 8130-7.

(c) Complete Sections V and VIII of Form 8130-6, in accordance with the instructions contained in chapter 8 of this order.

(d) Examine, review, and route the certification file in accordance with the instructions contained in chapter 8 of this order.

(5) If the aircraft does not meet the requirements for the certification requested and the airworthiness certificate is denied, the FAA shall:

(a) Write a letter to the applicant stating the reason(s) for denying the airworthiness certificate.

(b) Attach a copy of the denial letter to Form 8130-6 and forward to AFS-750 to be made part of the aircraft record.

## **129. EVALUATION OF AMATEUR-BUILT AIRCRAFT/KITS.**

a. The purpose of Form 8000-38 is to record the amount of fabrication and assembly accomplished by the kit manufacturer, and the fabrication and assembly necessary for the amateur builder to complete the aircraft.

b. FAA Form 8000-38, Fabrication/Assembly Operation Checklist, figure 4-15, may be used when:

(1) Determining whether an aircraft built from a kit would meet the major portion fabrication and assembly requirement of § 21.191(g).

(2) Settling any question with respect to the major portion requirement that may arise in the certification of an amateur-built aircraft under the provisions of § 21.191(g).

**NOTE: The use of this checklist is not necessary for an aircraft built from a kit previously found eligible for amateur-built certification or where the builder's records, data, and notarized statement provide ample proof that the builder fabricated and assembled the major portion of the aircraft.**

(3) The aircraft was built from prefabricated major components that are readily available from aircraft parts suppliers.

(4) The aircraft was built using salvaged or used sections from type certificated standard category aircraft.

documentation of the changes submitted by the kit manufacturer. Inspection of the actual derivative kit is an option of the original evaluating FAA inspection office.

**d.** Evaluation reports of major kit changes and reports for derivative models will be processed the same as original evaluations. Kits found not eligible after re-evaluation will be removed from the listing of eligible amateur-built aircraft kits.

### **132. INSTRUCTIONS FOR COMPLETING FORM 8000-38.**

- a.** Enter the kit manufacturer's company name and address.
- b.** Enter model of kit by name and/or number.
- c.** List the latest date or revision date of the kit parts list, assembly manual, etc. (document name).
- d.** Enter type of aircraft (e.g., land, sea, fixed-wing, rotorcraft, etc.).
- e.** Review each operation for its applicability to the kit under evaluation.
- f.** Check the respective blocks under "ACCOMPLISHED BY" kit manufacturer and/or amateur builder.
- g.** Enter any operations not on the list in blank spaces.
- h.** If the operation is not applicable to the kit construction, enter "N/A" in the respective block.
- i.** Operations that are accomplished by other manufacturers or suppliers are to be checked in the "KIT MANUFACTURER" block.
- j.** The use of used or salvaged assemblies from standard category aircraft will be checked in the "KIT MANUFACTURER" block.
- k.** Special tools and fixtures (e.g., jigs, templates, etc.) fabricated by the builder will be given credit. No credit will be given for fabrication of hand tools.
- l.** When the evaluation is complete, the total number of check marks is to be entered in the respective blocks on page 5 of the checklist.
- m.** Sign and date the checklist.

### **133. FLIGHT TEST AREAS.**

**a. General.** Section 91.319(b) requires that an unproven aircraft be assigned to a flight test area. The assigned test area is prescribed in accordance with § 91.305. The FAA, when requested, should

assist applicants in selecting areas that comply with § 91.305. The FAA is required to evaluate each application to determine that the flight test area does not exceed that which is reasonably required to accomplish the program. Actions pertaining to flight test areas should be coordinated with the nearest office of the Air Traffic Service.

**b. Assigned Flight Test Area.** Under §§ 91.319(b) and 91.305, all initial flight operations of experimental aircraft must be limited to the assigned flight test area until the aircraft is shown to be controllable throughout its normal range of speeds and all maneuvers to be executed, and has not displayed any hazardous operating characteristics or design features.

(1) In the case of the first flight of an aircraft from an airport surrounded by a densely populated area, but with at least one acceptable approach/departure route of flight, the FAA shall ensure that a route of flight is selected where the least number of persons and property may be subjected to possible hazards. In addition, upon leaving such an airport, the aircraft should be required to operate from an outlying airport until its controllability and safety are established, after which the aircraft may return to its base and use the established corridor for subsequent operations. The description of the area selected by the applicant and agreed to by the FAA shall be made a part of the operating limitations; or

(2) In the case of an aircraft located at any airport surrounded by a densely populated area and lacking any acceptable approach/departure route of flight, the FAA shall deny the airworthiness certificate and process the denial in accordance with paragraph 88 of this order. The applicant shall be advised to relocate the aircraft by other means to a suitable airport.

**NOTE: An acceptable approach/departure route of flight may be considered to exist when the route of flight provides reasonable opportunity(s) to execute an off-airport emergency landing that will not jeopardize other persons or property.**

**c. Assigned Flight Test Area.** The procedures outlined under section 6, paragraph 125 of this order are applicable to amateur-built aircraft. Although the period of assignment is not established by regulation, the following times are suggested as guidelines when issuing original airworthiness certificates for amateur-built aircraft.

(1) Amateur-built aircraft issued original airworthiness certificates should be limited to operation within an assigned flight test area for a minimum of 25 hours when a type certificated engine/propeller combination is installed. A minimum of 40 hours is required when a non-type certificated engine, propeller, or engine/propeller combination is installed. \*

\* (2) Amateur-built gliders, balloons, dirigibles, and ultralight vehicles found eligible to meet the requirements of § 21.191(g), for which original airworthiness certification is sought, should be limited to operation within an assigned flight test area for at least 10 hours of operation, including at least five takeoffs and landings. \*

(3) The time frame an amateur-built aircraft is assigned to a flight test area following any major change will be for a minimum of 5 hours.

**d. Operation Outside Flight Test Area.** The procedures outlined under section 6, paragraph 126 of this order are applicable for amateur-built aircraft. During operation outside the flight test area, the following placard shall be displayed in the aircraft in full view of all occupants: **"NOTE: PASSENGER WARNING - THIS AIRCRAFT IS AMATEUR-BUILT AND DOES NOT COMPLY WITH FEDERAL SAFETY REGULATIONS FOR STANDARD AIRCRAFT."**

**NOTE:** This placard is not necessary for single place aircraft.

#### **134. ISSUANCE OF EXPERIMENTAL AMATEUR-BUILT OPERATING LIMITATIONS.**

**a. OPERATING LIMITATIONS SHALL BE DESIGNED TO FIT THE SPECIFIC SITUATION ENCOUNTERED. THE FAA INSPECTOR MAY IMPOSE ANY ADDITIONAL LIMITATIONS DEEMED NECESSARY IN THE INTEREST OF SAFETY.** The FAA inspector and/or designee shall review each operating limitation imposed with the applicant to ensure that the operating limitations are understood by the applicant.

**b. The following operating limitations shall be prescribed to experimental amateur-built aircraft:**

**(1)** No person may operate this aircraft for other than the purpose of meeting the requirements of § 91.319(b) during phase I flight testing, and for recreation and education after meeting these requirements as stated in the program letter (required by § 21.193) for this aircraft. In addition, this aircraft shall be operated in accordance with applicable air traffic and general operating rules of part 91 and all additional limitations herein prescribed under the provisions of § 91.319(e). These operating limitations are a part of the FAA Form 8130-7, special airworthiness certificate, and are to be carried in the aircraft at all times for availability to the pilot in command of the aircraft.

**(2)** During phase I flight testing to meet the requirements of § 91.319(b) all flights shall be conducted within the geographical area described as follows: The area shall be described by radius, or coordinates and/or landmarks. The designated area must be over open water or sparsely populated areas having light air traffic. The size of the area shall be that required to safely conduct the type of anticipated maneuvers and tests, as appropriate.

**NOTE: In the case of an airport surrounded by a densely populated area, refer to section 6, paragraph 125b(1) of this order.**

**(3)** This aircraft shall be operated for at least (\_\_\_\_) hours in the assigned geographic area.

\*

**NOTE: The FAA requires a minimum of 25 hours of flight testing for an aircraft with a type certificated engine and propeller combination installed or a minimum of 40 hours when a non-type certificated engine, propeller, or engine/propeller combination is installed. Inspectors may assign longer test hours when it is necessary to determine compliance with § 91.319(b).**

\*

(4) All test flights as a minimum shall be conducted under Visual Flight Rules (VFR), day only. Guidance concerning the scope and detail of test flights can be found in Advisory Circular 90-89, Amateur-built Aircraft and Ultralight Flight Testing Handbook. Following satisfactory completion of the required number of flight hours in the flight test area, the pilot shall certify in the records that the aircraft has been shown to comply with § 91.319(b). Compliance with § 91.319(b) shall be recorded in the aircraft records with the following or a similarly worded statement: **"I certify that the prescribed flight test hours have been completed and the aircraft is controllable throughout its normal range of speeds and throughout all maneuvers to be executed, has no hazardous operating characteristics or design features, and is safe for operation. The following aircraft operating data has been demonstrated during the flight testing: speeds V<sub>so</sub>\_\_\_\_\_, V<sub>x</sub>\_\_\_\_\_, and V<sub>y</sub>\_\_\_\_\_, and the weight\_\_\_\_\_ and CG location\_\_\_\_\_ at which they were obtained."**

(5) Except for takeoffs and landings, this aircraft may not be operated over densely populated areas or in congested airways.

\*

**NOTE: This limitation is applicable for phase 1 and 2 and should be issued in accordance with paragraphs 125b(1) and (2) of this order.**

\*

(6) This aircraft is prohibited from operating in congested airways or over densely populated areas unless directed by Air Traffic Control, or unless sufficient altitude is maintained to effect a safe emergency landing in the event of a power unit failure, without hazard to persons or property on the surface.

**NOTE: This limitation is applicable to the aircraft after it has satisfactorily completed all requirements for phase I flight testing, has the appropriate endorsement in the aircraft logbook, and is operating in phase II.**

(7) This aircraft is to be operated under Visual Flight Rules (VFR), day only.

(8) After completion of phase I flight testing, unless appropriately equipped for night and/or instrument flight in accordance with § 91.205, this aircraft is to be operated under VFR, day only.

(9) Aircraft instruments and equipment installed and used under § 91.205 must be inspected and maintained in accordance with the requirements of part 91. Any maintenance or inspection of this equipment must be recorded in the aircraft maintenance records.

(10) During the flight-testing phase, no person may be carried in this aircraft during flight unless that person is essential to the purpose of the flight.

(11) No person may operate this aircraft for carrying persons or property for compensation or hire.

(12) The pilot in command of this aircraft shall advise each person carried of the experimental nature of this aircraft, and explain that it does not meet the certification requirements of a standard certificated aircraft.

(13) This aircraft shall contain the placards, markings, etc. as required by § 91.9.

**maintenance and inspection of the various aircraft instruments, and that those requirements are applicable for these aircraft if the instruments are installed, e.g., §§ 91.173 through 91.187, 91.215, 91.217, 91.219, 91.411, 91.413, etc.**

#### **141. CERTIFICATION PROCEDURES.**

**a.** Once it has been determined that the aircraft meets the requirements for the airworthiness certification requested, the FAA shall:

**(1)** Make an aircraft record entry showing the following or a similarly worded statement: **"I find this aircraft meets the requirements for a special airworthiness certificate for the purpose(s) of (identify purpose(s)) and have issued a special airworthiness certificate and operating limitations dated (\_\_\_). The next inspection is due (\_\_\_). Signed: (John Doe, Aviation Safety Inspector, NM48)."**

**(2)** Issue the airworthiness certificate and appropriate operating limitations in accordance with this order.

**b.** If the aircraft does not meet the certification requirements and the airworthiness certificate is denied, the FAA will provide a letter to the applicant stating the reason(s) for denial and, if feasible, identify what steps may be accomplished to meet the certification requirements. Should this occur, a copy of the denial letter will be attached to Form 8130-6 and forwarded to AFS-750, and made a part of the aircraft's record.

**c.** An FAA inspector may elect to process these aircraft on a one-time certification basis, e.g., via the issuance of only one special airworthiness certificate of unlimited duration. In these instances, when issuing the special airworthiness certificate for the purpose(s) of exhibition and/or air racing, the operating limitations will be prescribed in two phases in the same document.

#### **142. ISSUANCE OF EXPERIMENTAL EXHIBITION AND AIR RACING OPERATING LIMITATIONS.**

**a.** OPERATING LIMITATIONS SHALL BE DESIGNED TO FIT THE SPECIFIC SITUATION ENCOUNTERED. THE FAA INSPECTOR MAY IMPOSE ANY ADDITIONAL LIMITATIONS DEEMED NECESSARY IN THE INTEREST OF SAFETY. The FAA inspector and/or designee shall review each operating limitation imposed, with the applicant, to ensure that the operating limitations are understood by the applicant.

\*

**b.** The following operating limitations shall be prescribed as applicable:

\*

**NOTE: The Group applicability (I-IV) is identified in bolded parenthesis at the end of each limitation.**



(1) No person may operate this aircraft unless the FAA Form 8130-7, Special Airworthiness Certificate, is displayed at the cabin or cockpit entrance so that it is visible to passengers or crew.

**(Applicability: All)**

(2) No person may operate this aircraft for other than the purpose of meeting the requirements of § 91.319(b), as stated in the program letter (required by § 21.193) for this aircraft. This aircraft shall be operated in accordance with applicable air traffic and general operating rules of part 91 and all additional limitations herein prescribed under the provisions of § 91.319(e). These operating limitations are a part of the special airworthiness certificate, and are to be carried in the aircraft at all times and made available to the pilot in command of the aircraft.

**(Applicability: All)**

(3) This aircraft may only operate from (identify name of outlying airport) until the requirements of § 91.319(b) have been met. The operator will use the described corridor (shown on the attached chart) to transition to that airport. After meeting the requirements of § 91.319(b), the aircraft may return to (enter home base airport name) and the established corridor will be used for all subsequent operations.

**(Applicability: All)**

**NOTE: This limitation will apply to all certificates issued to meet the requirements of § 91.319(b), (assigned test area). This limitation will also be used when the aircraft's home base is located in a densely populated area and/or in a congested airway.**

\* (4) In accordance with § 47.45, the FAA Aircraft Registry must be notified within 30 days for any change of the aircraft registrant's address. Such notification is to be made by submitting an FAA Form 8050-1, Aircraft Registration Application, to AFS-750 in Oklahoma City. \*

**(Applicability: All)**

(5) This aircraft shall be operated for at least (\_\_\_\_) hours with at least (\_\_\_\_) takeoffs and landings (to a full stop) and shall be conducted in the geographic area described and/or shown on the attached chart.

**(Applicability: All)**

**NOTE: This geographical area must be over open water or sparsely populated areas having light air traffic. The size of the area shall be that required to safely conduct the type of anticipated maneuvers and tests. The area shall be described by radius, or coordinates, and/or landmarks. The minimum hours and maximum takeoffs and landings should be based on the aircraft condition, records, and total time on the aircraft and engine(s). To ensure national standardization, when issuing this limitation for turbine-powered aircraft, the maximum hours should not normally exceed ten and the minimum takeoffs and landings should be at least three.**

(6) Application must be made to the geographically responsible FSDO for any revision to these operating limitations.

**(Applicability: All)**

(18) Only FAA-certificated mechanics with appropriate ratings as authorized by § 43.3 may perform inspections required by these operating limitations.

**(Applicability: All)**

(19) The cognizant FSDO must be notified, and its response received in writing, prior to flying this aircraft after incorporation of a major change as defined by § 21.93.

**(Applicability: All)**

(20) This aircraft must display the word EXPERIMENTAL in accordance with § 45.23(b).

**(Applicability: All)**

(21) This aircraft shall contain the placards, markings, etc., required by § 91.9.

**(Applicability: All)**

(22) The pilot in command of this aircraft must hold an appropriate category/class rating. If required for the type of aircraft to be flown, the pilot in command must also hold either an appropriate type rating or a letter of authorization issued by an FAA Flight Standards Operations Inspector.

\* **(Applicability: Group II, Group III 800 hp and above, or more than 12,500 pounds, Group IV turbojet, or more than 12,500 pounds)**

\*

**NOTE: A letter of authorization is issued in accordance with the procedures described in Order 8700.1, volume 2, chapter 32, section 1, for all training and eligibility requirements. This operating limitation is not applicable to glider aircraft.**

(23) The pilot in command of this aircraft shall notify the air traffic control of the experimental nature of this aircraft when operating into or out of airports with operating control towers. The pilot in command shall plan routing that will avoid densely populated areas and congested airways when operating VFR.

**(Applicability: All)**

(24) The pilot in command of this aircraft should be knowledgeable of and utilize the procedures described in the Experimental Aircraft Association's "Jet Operations Manual" or other procedures acceptable to the Administrator.

**(Applicability: Group II, Group IV)**

(25) The ejection seat system must be maintained in accordance with the manufacturer's procedures and inspected in accordance with the FSDO-approved inspection program applicable to this aircraft. Additionally, the ejection seat system must be mechanically secured to prevent inadvertent operation of the system whenever the aircraft is parked or out of service.

**(As Applicable)**

(26) This aircraft is prohibited from flight with any externally mounted equipment unless the equipment is permanently mounted in a manner that will prevent in-flight jettison, and there is an entry in the aircraft records indicating flight testing has been accomplished with this equipment installed.

**(As Applicable)**

(27) Following satisfactory completion of the required number of flight hours in the flight test area, the pilot shall certify in the records that the aircraft has been shown to comply with § 91.319(b). Compliance with § 91.319(b) shall be recorded in the aircraft records with the following or a similarly worded statement: **"I certify that the prescribed flight test hours have been completed and the aircraft is controllable throughout its normal range of speeds and throughout all maneuvers to be executed, has no hazardous operating characteristics or design features, and is safe for operation."**  
**(Applicability: All)**

(28) No person may operate this aircraft for other than the purpose(s) of (identify purpose(s)), to exhibit the aircraft, or participate in events outlined in (identify applicant) program letter (or any amendments) describing compliance with § 21.193(d). Additionally, this aircraft shall be operated in accordance with applicable air traffic and general operating rules of part 91, and all additional limitations herein prescribed under the provisions of § 91.319(e). These operating limitations are a part of the FAA Form 8130-7, Special Airworthiness Certificate, and are to be carried in the aircraft at all times for availability to the pilot.

**(Applicability: All)**

(29) All proficiency/practice flights shall be conducted within the geographical area described in the applicant's program letter and any amendments to that letter, but that area will not exceed 300 nautical miles of the aircraft's home base airport. An exception is permitted for proficiency flying outside of the area stated above for organized formation flying, training, or checkout in conjunction with a specific event listed in the applicant's program letter (or amendments). The program letter should indicate the location and dates for this proficiency flying.

**(Applicability: Group I, Group III under 800 hp)**

(30) All proficiency flights will be conducted in airspace with an operational radius of 600 nautical miles from the airport where the aircraft is based. This radius can be reduced if requested by the operator. Proficiency flights are limited to a non-stop flight that begins and ends at the airport where the aircraft is based. One alternate airport may be selected for each flight, within the operational radius \* of the airport where the aircraft is based. Operations outside this radius for organized formation flying, \* proficiency flying, or pilot checkout in conjunction with specific events will have to be listed in the applicant's program letter or notification will be sent to the cognizant FSDO, 48 hours PRIOR to the date of the actual event.

**(Applicability: Group II)**

(1) A requirement that the pilot in command advise each person carried of the experimental nature of the aircraft (§ 91.319(d)).

(2) A method of recording persons carried on each flight. These records must be maintained for the duration of the certificate for review by the PI.

(3) A provision that no persons may be carried in the aircraft during flight unless that person is required for the purpose of the flight. Persons other than flight crew may be carried when the following conditions are met:

(a) The aircraft is of the same basic model that has previously shown compliance with §§ 91.319(b) and 21.195.

(b) The aircraft has been proven in accordance with paragraph 147b(3) of this order.

(c) Flight tests do not include intentional maneuvers involving abrupt changes in the aircraft's attitude, abnormal attitudes, or abnormal accelerations/deceleration not necessary for normal flight.

(d) The procedures specifically cover the types of flying to be permitted while carrying passengers other than crew members.

(e) The following placard is displayed inside the aircraft, in letters at least 3/8 inches in height and in a location easily visible and legible to all persons entering the aircraft:

**"PASSENGER NOTICE: THIS AIRCRAFT DOES NOT COMPLY WITH  
FEDERAL SAFETY REGULATIONS FOR STANDARD AIRCRAFT."**

e. A description of the method used to determine that the aircraft is in a condition appropriate for the purpose intended when changing from one purpose to another (multiple purpose certificates), and to document the results of this determination in a log or daily flight sheet (e.g., changing from research and development to market survey).

f. Any other condition deemed necessary in the interest of safety by the PI.

g. A copy of this procedure must be carried in the aircraft while operating under the privileges of this procedure. A copy of this procedure may also be included or directly referenced in the PC/APIIS holder's quality manual for the convenience of the manufacturer and the PI. Any enforcement deemed appropriate would be under § 91.319 and not part 21, subparts F, Production Under Type Certificate Only, or G, Production Certificates.

**147. ISSUANCE OF EXPERIMENTAL RESEARCH AND DEVELOPMENT, SHOW COMPLIANCE WITH REGULATIONS, CREW TRAINING, MARKET SURVEYS, AND OPERATING KIT-BUILT AIRCRAFT OPERATING LIMITATIONS.**

a. OPERATING LIMITATIONS SHALL BE DESIGNED TO FIT THE SPECIFIC SITUATION ENCOUNTERED. THE FAA INSPECTOR MAY IMPOSE ANY ADDITIONAL LIMITATIONS DEEMED NECESSARY IN THE INTEREST OF SAFETY. The FAA inspector and/or designee shall review each operating limitation imposed, with the applicant, to ensure that the operating limitations are understood by the applicant.

\*

\*

b. The following operating limitations shall be prescribed as applicable:

**NOTE: The applicability is identified in bolded parenthesis at the end of each limitation.**

(1) No person may operate this aircraft unless the FAA Form 8130-7, Special Airworthiness Certificate, is displayed at the cabin or cockpit entrance so that it is visible to passengers or crew.  
**(Applicability: All)**

(2) No person may operate this aircraft for other than the purpose of R & D, SHOWING COMPLIANCE WITH REGULATIONS, (ETC.) to accomplish the flight operation outlined in the program letter dated\_\_\_\_\_, describing compliance with § 21.193(d), and made available to the pilot in command of the aircraft. Additionally, this aircraft shall be operated in accordance with applicable air traffic and general operating rules of part 91, and all additional limitations herein prescribed under the provisions of § 91.319(e).  
**(Applicability: All)**

(3) All flights shall be conducted within the geographical area described as follows: The area shall be described by radius, or coordinates and/or landmarks. The designated area must be over open water or sparsely populated areas having light air traffic. The size of the area shall be that required to safely conduct the type of anticipated maneuvers and tests, as appropriate. (Multiple purpose certificates may require individually prescribed geographical areas.)  
**(Applicability: All)**

**NOTE: This applies to all certificates issued to show compliance with § 91.319(b). When the FAA finds compliance, the operating limitations will be revised to remove the limitation. The aircraft will not be allowed to operate over densely populated areas or in congested airways in accordance with § 91.319(c). The FAA may permit takeoffs and landings to be conducted over densely populated areas or in congested airways. If this operating limitation is issued it should read, "Except for takeoffs and landings this aircraft shall not be operated over densely populated areas or in congested airways." Limitation #5 may be specified in lieu of this operating**

(27) The pilot in command of this aircraft shall notify the air traffic control of the experimental nature of this aircraft when operating into or out of airports with operating control towers. The pilot in command shall plan routing that will avoid densely populated areas and congested airways when operating VFR.

**(Applicability: All)**

(28) This aircraft does not meet the requirements of the applicable, comprehensive, and detailed airworthiness code as provided by Annex 8 of the International Civil Aviation Organization (ICAO). The owner/operator of this aircraft must obtain written permission from another country's Civil Aviation Authority (CAA) prior to operating this aircraft in or over that country. That written permission must be carried aboard the aircraft together with the U.S. airworthiness certificate and, upon request, be made available to an FAA inspector or the CAA in the country of operation.

**(Applicability: All)**

(29) Aircraft instruments and equipment installed and used under § 91.205 must be inspected and maintained in accordance with the requirements of parts 43 and 91. Any maintenance or inspection of this equipment must be recorded in the aircraft maintenance records.

**(Applicability: All)**

(30) Application must be made to the geographically responsible FSDO or MIDO (insert name of office) for any revision to these operating limitations.

**(Applicability: All)**

\* (31) Section 47.45 requires that the FAA Aircraft Registry must be notified within 30 days of any change in the aircraft registrant's address. Such notification is to be made by submitting an FAA Form 8050-1, Aircraft Registration Application, to AFS-750 in Oklahoma City. \*

**(Applicability: All)**

**148.-149. RESERVED.**



**FIGURE 4-1. SAMPLE FAA FORM 8130-7, SPECIAL AIRWORTHINESS CERTIFICATE**

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION <b>SPECIAL AIRWORTHINESS CERTIFICATE</b>		
<b>A</b>	CATEGORY/DESIGNATION	
	PURPOSE	
<b>B</b>	MANU-FACTURER	NAME
		ADDRESS
<b>C</b>	FLIGHT	FROM
		TO
<b>D</b>	N-BUILDER	SERIAL NO.
		MODEL
<b>E</b>	DATE OF ISSUANCE	
	EXPIRY	
	OPERATING LIMITATIONS DATED ARE PART OF THIS CERTIFICATE	
	SIGNATURE OF FAA REPRESENTATIVE	DESIGNATION OR OFFICE NO.
<p>Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATION.</p>		

FAA Form 8130-7 (10/82)

SEE REVERSE SIDE

<b>A</b>	This airworthiness certificate is issued under the authority of the Federal Aviation Act of 1958 and the Federal Aviation Regulations (FAR)
<b>B</b>	This airworthiness certificate authorizes the manufacturer named on the reverse side to conduct production flight tests, and only production flight tests, of aircraft registered in his name. No person may conduct production flight tests under this certificate: (1) Carrying persons or property for compensation or hire; and/or (2) Carrying persons not essential to the purpose of the flight.
<b>C</b>	This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A
<b>D</b>	This airworthiness certificate certifies that as of the date of issuance, the aircraft to which issued has been inspected and found to meet the requirements of the applicable FAR. The aircraft does not meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention On International Civil Aviation. No person may operate the aircraft described on the reverse side: (1) except in accordance with the applicable FAR and in accordance with conditions and limitations which may be prescribed by the Administrator as part of this certificate; (2) over any foreign country without the special permission of that country.
<b>E</b>	Unless sooner surrendered, suspended, or revoked, this airworthiness certificate is effective for the duration and under the conditions prescribed in FAR Part 21, Section 21.181 or 21.217.




**FIGURE 4-2. SAMPLE FAA FORM 8130-7, SPECIAL AIRWORTHINESS CERTIFICATE FOR RESTRICTED CATEGORY AIRCRAFT CERTIFICATED UNDER § 21.25(b)(7)**

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION <b>SPECIAL AIRWORTHINESS CERTIFICATE</b>		
<b>A</b>	CATEGORY/DESIGNATION	RESTRICTED
	PURPOSE	14 CFR 21.25(b) (7) (OTHER), SEE ATTACHED LIMITATIONS
<b>B</b>	MANU-FACTURER	NAME
		ADDRESS
<b>C</b>	FLIGHT	FROM SEE ATTACHED OPERATING LIMITATIONS
		TO SEE ITEM D, REVERSE SIDE OF THIS CERTIFICATE
<b>D</b>	N-	SERIAL NO.
	BUILDER	MODEL
<b>E</b>	DATE OF ISSUANCE	
	EXPIRY	
	OPERATING LIMITATIONS DATED	
	ARE PART OF THIS CERTIFICATE	
	SIGNATURE OF FAA REPRESENTATIVE	DESIGNATION OR OFFICE NO.
Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATION.		

FAA Form 8130-7 ( 10/82) SEE REVERSE SIDE

**FIGURE 4-3. SAMPLE FAA FORM 8130-6, AIRWORTHINESS APPLICATION FOR  
PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER § 21.184(a)  
(FACE SIDE)**

Form Approved  
O.M.B. No. 2120-0018

 U.S. Department of Transportation Federal Aviation Administration		<b>APPLICATION FOR AIRWORTHINESS CERTIFICATE</b>		<b>INSTRUCTIONS</b> - Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable.									
		1. REGISTRATION MARK <b>N2EZ</b>		2. AIRCRAFT BUILDER'S NAME (Make) <b>Flight Corp</b>		3. AIRCRAFT MODEL DESIGNATION <b>F-C-1A</b>		4. YR. MFR. <b>1991</b>		FAA CODING			
<b>I. AIRCRAFT DESCRIPTION</b>		5. AIRCRAFT SERIAL NO. <b>F0002</b>		6. ENGINE BUILDER'S NAME (Make) <b>TCM</b>		7. ENGINE MODEL DESIGNATION <b>IO-360-ES</b>							
		8. NUMBER OF ENGINES <b>One</b>		9. PROPELLER BUILDER'S NAME (Make) <b>McCauley</b>		10. PROPELLER MODEL DESIGNATION <b>2A34C209</b>		11. AIRCRAFT IS (Check if applicable) <input type="checkbox"/> IMPORT					
APPLICATION IS HEREBY MADE FOR: (Check applicable items)													
<b>II. CERTIFICATION REQUESTED</b>		A <input type="checkbox"/> 1 STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)		<input type="checkbox"/> NORMAL		<input type="checkbox"/> UTILITY		<input type="checkbox"/> ACROBATIC		<input type="checkbox"/> TRANSPORT			
		B <input checked="" type="checkbox"/> SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)		<b>Primary Category</b>									
		2 LIMITED											
		5 PROVISIONAL (Indicate class)											
		3 RESTRICTED (Indicate operation(s) to be conducted)		1 CLASS I		2 CLASS II							
				4 AGRICULTURE AND PEST CONTROL		5 PATROLLING		3 AERIAL ADVERTISING		6 WEATHER CONTROL			
				7 CARRIAGE OF CARGO		0 OTHER (Specify)							
		4 EXPERIMENTAL (Indicate operation(s) to be conducted)		1 RESEARCH AND DEVELOPMENT		2 AMATEUR BUILT		3 EXHIBITION					
				4 RACING		5 CREW TRAINING		MKT. SURVEY					
				0 TO SHOW COMPLIANCE WITH FAR									
8 SPECIAL FLIGHT PERMIT (Indicate operation(s) to be conducted, then complete Section VI or VII as applicable on reverse side)		1 FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE											
		2 EVACUATE FROM AREA OF IMPENDING DANGER											
		3 OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT											
		4 DELIVERING OR EXPORT		5 PRODUCTION FLIGHT TESTING									
		6 CUSTOMER DEMONSTRATION FLIGHTS											
C <input type="checkbox"/> 6 MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited," as applicable.)													
<b>III. OWNER'S CERTIFICATION</b>													
A. REGISTERED OWNER (As shown on certificate of aircraft registration)										IF DEALER, CHECK HERE <input checked="" type="checkbox"/>			
NAME <b>Flight Corp.</b>						ADDRESS <b>10 Lane Ave., Doby, TX 78907</b>							
B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)													
<input checked="" type="checkbox"/> AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) <b>CE785</b>						<input checked="" type="checkbox"/> AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) <b>92-25</b>							
AIRCRAFT LISTING (Give page number(s)) <b>N/A</b>						SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) <b>N/A</b>							
C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS													
<input checked="" type="checkbox"/> CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173.						TOTAL AIRFRAME HOURS <b>2.1</b>			3 EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed) <b>-0-</b>				
D. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.													
DATE OF APPLICATION <b>01/27/1993</b>				NAME AND TITLE (Print or type) <b>Joe Quality, Director QA</b>				SIGNATURE <b>Joe Quality</b>					
<b>IV. INSPECTION AGENCY VERIFICATION</b>													
A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR part 21.183(d) applies).													
2 FAR part 121 or 127 CERTIFICATE HOLDER (Give Certificate No.)		3 CERTIFICATED MECHANIC (Give Certificate No.)		6 CERTIFICATED REPAIR STATION (Give Certificate No.)									
5 AIRCRAFT MANUFACTURER (Give name or firm)													
DATE				TITLE				SIGNATURE					
(Check ALL applicable blocks in items A and B)													
A. I find that the aircraft described in Section I or VII meets requirements for:													
<input checked="" type="checkbox"/> 4 THE CERTIFICATE REQUESTED													
AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE													
B. Inspection for a special flight permit under Section VII was conducted by:													
FAA INSPECTOR				FAA DESIGNEE									
CERTIFICATE HOLDER UNDER:				FAR 65		FAR 121, 127 or 135		FAR 145					
DATE <b>01/27/1993</b>		DISTRICT OFFICE <b>CE43</b>		DESIGNEE'S SIGNATURE AND NO. <b>4</b>				1 FAA INSPECTOR'S SIGNATURE <b>Bob Gooday</b> <b>Bob Gooday</b>					

FAA Form 8130-6 (11-88) SUPERSEDES PREVIOUS EDITION

**FIGURE 4-3. SAMPLE FAA FORM 8130-6, AIRWORTHINESS APPLICATION FOR  
PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER § 21.184(a)  
(CONTINUED) (REVERSE SIDE)**

VI. PRODUCTION FLIGHT TESTING	A. MANUFACTURER	
	NAME	ADDRESS
	B. PRODUCTION BASIS (Check applicable item)	
	<input type="checkbox"/> PRODUCTION CERTIFICATE (Give production certificate number) <input type="checkbox"/> TYPE CERTIFICATE ONLY <input type="checkbox"/> APPROVED PRODUCTION INSPECTION SYSTEM	
C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS _____		
DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE
VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST	A. DESCRIPTION OF AIRCRAFT	
	REGISTERED OWNER	ADDRESS
	BUILDER (Make)	MODEL
	SERIAL NUMBER	REGISTRATION MARK
	B. DESCRIPTION OF FLIGHT	
	CUSTOMER DEMONSTRATION FLIGHTS <input type="checkbox"/> (Check if applicable)	
	FROM	TO
	VIA	DEPARTURE DATE
		DURATION
	C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT	
	<input type="checkbox"/> PILOT <input type="checkbox"/> CO-PILOT <input type="checkbox"/> FLIGHT ENGINEER <input type="checkbox"/> OTHER (Specify)	
	D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:	
	E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION: (Use attachment if necessary)	
	F. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 et seq. and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.	
DATE	NAME AND TITLE (Print or type)	
	SIGNATURE	
VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)	<input checked="" type="checkbox"/> A. Operating Limitations and Markings in Compliance with FAR 91.31 as applicable	G. Statement of Conformity, FAA Form 8130-9 (Attach when required)
	<input type="checkbox"/> B. Current Operating Limitations Attached	H. Foreign Airworthiness Certification for Import Aircraft (Attach when required)
	<input type="checkbox"/> C. Data, Drawings, Photographs, etc. (Attach when required)	I. Previous Airworthiness Certificate Issued in Accordance with
	<input checked="" type="checkbox"/> D. Current Weight and Balance Information Available in Aircraft	FAR _____ CAR _____ (Original Attached)
	<input type="checkbox"/> E. Major Repair and Alteration, FAA Form 337 (Attach when required)	J. Current Airworthiness Certificate Issued in Accordance with
	<input checked="" type="checkbox"/> F. This inspection Recorded in Aircraft Records	FAR 21.184(a) _____ (Copy attached)

**FIGURE 4-4. SAMPLE FAA FORM 8130-7, SPECIAL AIRWORTHINESS CERTIFICATE  
FOR PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER  
§ 21.184(a) (FACE SIDE ONLY)**

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION <b>SPECIAL AIRWORTHINESS CERTIFICATE</b>			
<b>A</b>	CATEGORY/DESIGNATION PRIMARY CATEGORY		
	PURPOSE N/A		
<b>B</b>	MANU-FACTURER	NAME N/A	
		ADDRESS N/A	
<b>C</b>	FLIGHT	FROM N/A	
		TO N/A	
<b>D</b>	N- 2EZ		SERIAL NO. F0002
	BUILDER Flight Corp.		MODEL F-C-1A
<b>E</b>	DATE OF ISSUANCE		EXPIRY Unlimited
	OPERATING LIMITATIONS DATED		ARE PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE		DESIGNATION OR OFFICE NO.
	Bob Gooday <i>Bob Gooday</i>		
Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATION.			

FAA Form 8130-7 (10/82)

SEE REVERSE SIDE

**FIGURE 4-5. SAMPLE FAA FORM 8130-6, AIRWORTHINESS APPLICATION FOR PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER § 21.184(b) (FACE SIDE)**

U.S. Department of Transportation Federal Aviation Administration		APPLICATION FOR AIRWORTHINESS CERTIFICATE		INSTRUCTIONS - Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable.		
I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (Make)	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFR.	FAA CODING	
	N345FT	Flight LTD.	FL-1A	1983		
	5. AIRCRAFT SERIAL NO.	6. ENGINE BUILDER'S NAME (Make)	7. ENGINE MODEL DESIGNATION			
	FL009	TCM	IO-360ES			
	8. NUMBER OF ENGINES	9. PROPELLER BUILDER'S NAME (Make)	10. PROPELLER MODEL DESIGNATION	11. AIRCRAFT IS (Check if applicable)		
	One	McCauley	2A34C209	<input checked="" type="checkbox"/> IMPORT		
II. CERTIFICATION REQUESTED	APPLICATION IS HEREBY MADE FOR: (Check applicable items)					
	A	1	STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)		NORMAL <input type="checkbox"/> UTILITY <input type="checkbox"/> ACROBATIC <input type="checkbox"/> TRANSPORT <input type="checkbox"/> GLIDER <input type="checkbox"/> BALLOON <input type="checkbox"/>	
	B	<input checked="" type="checkbox"/>	SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)		Primary Category	
		2	LIMITED			
		5	PROVISIONAL (Indicate class)		1 CLASS I 2 CLASS II	
		3	RESTRICTED (Indicate operation(s) to be conducted)		1 AGRICULTURE AND PEST CONTROL 2 AERIAL 3 AERIAL ADVERTISING 4 FOREST (Wildlife conservation) 5 PATROLLING 6 WEATHER CONTROL 7 CARRIAGE OF CARGO 0 OTHER (Specify)	
		4	EXPERIMENTAL (Indicate operation(s) to be conducted)		1 RESEARCH AND DEVELOPMENT 2 AMATEUR BUILT 3 EXHIBITION 4 RACING 5 CREW TRAINING 0 TO SHOW COMPLIANCE WITH FAR 1 FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE 2 EVACUATE FROM AREA OF IMPENDING DANGER 3 OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT 4 DELIVERING OR EXPORT 5 PRODUCTION FLIGHT TESTING 6 CUSTOMER DEMONSTRATION FLIGHTS	
		8	SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side)			
	C	6	MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited," as applicable.)			
	III. OWNER'S CERTIFICATION	A. REGISTERED OWNER (As shown on certificate of aircraft registration)		IF DEALER, CHECK HERE <input type="checkbox"/>		
		NAME Flight LTD.		ADDRESS 89 Chain Rd., Perry, KS 67987		
		B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)				
		<input checked="" type="checkbox"/>	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) AIEU Rev. 3	<input checked="" type="checkbox"/>	AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) 92-25	
			AIRCRAFT LISTING (Give page number(s)) N/A	<input checked="" type="checkbox"/>	SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) GL234A	
		C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS				
<input checked="" type="checkbox"/>	CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173.	TOTAL AIRFRAME HOURS 3.0	3	EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed) -0-		
D. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft, described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.						
DATE OF APPLICATION 01/27/1993		NAME AND TITLE (Print or type) Harry Jones, Manager, Quality		SIGNATURE Harry Jones		
IV. INSPECTION AGENCY VERIFICATION	A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR part 21.183(d) applies).					
	2	FAR part 121 or 127 CERTIFICATE HOLDER (Give Certificate No.)	3	CERTIFICATED MECHANIC (Give Certificate No.)	6	CERTIFICATED REPAIR STATION (Give Certificate No.)
	5	AIRCRAFT MANUFACTURER (Give name or firm)				
	DATE		TITLE		SIGNATURE	
V. FAA REPRESENTATIVE CERTIFICATION	(Check ALL applicable blocks in items A and B)		THE CERTIFICATE REQUESTED			
	A. I find that the aircraft described in Section I or VII meets requirements for:		<input checked="" type="checkbox"/>	AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE		
	B. Inspection for a special flight permit under Section VII was conducted by:		<input checked="" type="checkbox"/>	FAA INSPECTOR		
			<input type="checkbox"/>	FAA DESIGNEE		
			<input type="checkbox"/>	CERTIFICATE HOLDER UNDER: FAR 65 FAR 121, 127 or 135 FAR 145		
DATE	DISTRICT OFFICE	DESIGNEE'S SIGNATURE AND NO.	FAA INSPECTOR'S SIGNATURE			
02/09/1993	CE45	4	1 Sue Lacy Sue Lacy			

FAA Form 8130-6 (11-88) SUPERSEDES PREVIOUS EDITION

**FIGURE 4-5. SAMPLE FAA FORM 8130-6, AIRWORTHINESS APPLICATION FOR  
PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER § 21.184(b)  
(CONTINUED) (REVERSE SIDE)**

VI. PRODUCTION FLIGHT TESTING	<b>A. MANUFACTURER</b>							
	NAME		ADDRESS					
	<b>B. PRODUCTION BASIS (Check applicable item)</b>							
	<input type="checkbox"/> PRODUCTION CERTIFICATE (Give production certificate number) <input type="checkbox"/> TYPE CERTIFICATE ONLY <input type="checkbox"/> APPROVED PRODUCTION INSPECTION SYSTEM							
	<b>C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS</b> _____							
DATE OF APPLICATION		NAME AND TITLE (Print or type)		SIGNATURE				
VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST	<b>A. DESCRIPTION OF AIRCRAFT</b>							
	REGISTERED OWNER		ADDRESS					
	BUILDER (Make)		MODEL					
	SERIAL NUMBER		REGISTRATION MARK					
	<b>B. DESCRIPTION OF FLIGHT</b> CUSTOMER DEMONSTRATION FLIGHTS <input type="checkbox"/> (Check if applicable)							
	FROM		TO					
	VIA		DEPARTURE DATE	DURATION				
	<b>C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT</b>							
	<input type="checkbox"/>	PILOT	<input type="checkbox"/>	CO-PILOT	<input type="checkbox"/>	FLIGHT ENGINEER	<input type="checkbox"/>	OTHER (Specify)
	<b>D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:</b>							
	<b>E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION: (Use attachment if necessary)</b>							
	<b>F. CERTIFICATION</b> - I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 <u>et seq.</u> and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.							
	DATE		NAME AND TITLE (Print or type)		SIGNATURE			
VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)	<input checked="" type="checkbox"/>	A. Operating Limitations and Markings in Compliance with FAR 91.31 as applicable		<input checked="" type="checkbox"/>	G. Statement of Conformity, FAA Form 8130-9 (Attach when required)			
	<input checked="" type="checkbox"/>	B. Current Operating Limitations Attached		<input checked="" type="checkbox"/>	H. Foreign Airworthiness Certification for Import Aircraft (Attach when required)			
	<input checked="" type="checkbox"/>	C. Data, Drawings, Photographs, etc. (Attach when required)		<input checked="" type="checkbox"/>	I. Previous Airworthiness Certificate Issued in Accordance with			
	<input checked="" type="checkbox"/>	D. Current Weight and Balance Information Available in Aircraft		<input checked="" type="checkbox"/>	FAR _____ CAR _____ (Original Attached)			
	<input checked="" type="checkbox"/>	E. Major Repair and Alteration, FAA Form 337 (Attach when required)		<input checked="" type="checkbox"/>	J. Current Airworthiness Certificate Issued in Accordance with			
	<input checked="" type="checkbox"/>	F. This inspection Recorded in Aircraft Records		<input checked="" type="checkbox"/>	FAR 21.184(b) _____ (Copy attached)			

**FIGURE 4-6. SAMPLE FAA FORM 8130-7, SPECIAL AIRWORTHINESS CERTIFICATE  
FOR PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER § 21.184(b)  
(FACE SIDE ONLY)**

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION <b>SPECIAL AIRWORTHINESS CERTIFICATE</b>		
<b>A</b>	CATEGORY/DESIGNATION Primary Category	
	PURPOSE	
<b>B</b>	MANU-FACTURER	NAME N/A
		ADDRESS N/A
<b>C</b>	FLIGHT	FROM N/A
		TO N/A
<b>D</b>	N- 345FT	SERIAL NO. FL009
	BUILDER Flight LTD.	MODEL FL-1A
<b>E</b>	DATE OF ISSUANCE 02-09-1993	EXPIRY Unlimited
	OPERATING LIMITATIONS DATED	ARE PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE <i>Sue Lacy</i> Sue Lacy	DESIGNATION OR OFFICE NO. NE58
	Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATION.	

FAA Form 8130-7 (10/82) SEE REVERSE SIDE

**FIGURE 4-7. SAMPLE FAA FORM 8130-6, AIRWORTHINESS APPLICATION FOR  
PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER § 21.184(c) (FACE SIDE)**

 U.S. Department of Transportation Federal Aviation Administration		<b>APPLICATION FOR AIRWORTHINESS CERTIFICATE</b>		<b>INSTRUCTIONS</b> - Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable.																																																																																																																																				
		1. REGISTRATION MARK <b>N897T</b>		2. AIRCRAFT BUILDER'S NAME (Make) <b>Cessna</b>		3. AIRCRAFT MODEL DESIGNATION <b>172A</b>		4. YR. MFR. <b>1967</b>	FAA CODING																																																																																																																															
5. AIRCRAFT SERIAL NO. <b>172A-001</b>		6. ENGINE BUILDER'S NAME (Make) <b>Continental</b>		7. ENGINE MODEL DESIGNATION <b>0-300-D</b>																																																																																																																																				
8. NUMBER OF ENGINES <b>One</b>		9. PROPELLER BUILDER'S NAME (Make) <b>McCauley</b>		10. PROPELLER MODEL DESIGNATION <b>1C172/EM</b>		11. AIRCRAFT IS (Check if applicable) <input type="checkbox"/> IMPORT																																																																																																																																		
<b>APPLICATION IS HEREBY MADE FOR:</b> (Check applicable items)																																																																																																																																								
<table border="0"> <tr> <td><input type="checkbox"/> A</td> <td><input type="checkbox"/> 1</td> <td>STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)</td> <td><input type="checkbox"/> NORMAL</td> <td><input type="checkbox"/> UTILITY</td> <td><input type="checkbox"/> ACROBATIC</td> <td><input type="checkbox"/> TRANSPORT</td> <td><input type="checkbox"/> GLIDER</td> <td><input type="checkbox"/> BALLOON</td> </tr> <tr> <td><input type="checkbox"/> B</td> <td><input checked="" type="checkbox"/> X</td> <td>SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)</td> <td colspan="6"><b>Primary Category</b></td> </tr> </table>									<input type="checkbox"/> A	<input type="checkbox"/> 1	STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)	<input type="checkbox"/> NORMAL	<input type="checkbox"/> UTILITY	<input type="checkbox"/> ACROBATIC	<input type="checkbox"/> TRANSPORT	<input type="checkbox"/> GLIDER	<input type="checkbox"/> BALLOON	<input type="checkbox"/> B	<input checked="" type="checkbox"/> X	SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)	<b>Primary Category</b>																																																																																																																			
<input type="checkbox"/> A	<input type="checkbox"/> 1	STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)	<input type="checkbox"/> NORMAL	<input type="checkbox"/> UTILITY	<input type="checkbox"/> ACROBATIC	<input type="checkbox"/> TRANSPORT	<input type="checkbox"/> GLIDER	<input type="checkbox"/> BALLOON																																																																																																																																
<input type="checkbox"/> B	<input checked="" type="checkbox"/> X	SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)	<b>Primary Category</b>																																																																																																																																					
<table border="0"> <tr> <td><input type="checkbox"/> 2</td> <td><input type="checkbox"/> LIMITED</td> <td><input type="checkbox"/> 1</td> <td colspan="6">CLASS I</td> </tr> <tr> <td><input type="checkbox"/> 5</td> <td>PROVISIONAL (Indicate class)</td> <td><input type="checkbox"/> 2</td> <td colspan="6">CLASS II</td> </tr> <tr> <td><input type="checkbox"/> 3</td> <td>RESTRICTED (Indicate operation(s) to be conducted)</td> <td><input type="checkbox"/> 1</td> <td colspan="2">AGRICULTURE AND PEST CONTROL</td> <td><input type="checkbox"/> 2</td> <td colspan="2">AERIAL</td> <td><input type="checkbox"/> 3</td> <td>AERIAL ADVERTISING</td> </tr> <tr> <td></td> <td></td> <td><input type="checkbox"/> 4</td> <td colspan="2">FOREST (Wildlife conservation)</td> <td><input type="checkbox"/> 5</td> <td colspan="2">PATROLLING</td> <td><input type="checkbox"/> 6</td> <td>WEATHER CONTROL</td> </tr> <tr> <td></td> <td></td> <td><input type="checkbox"/> 7</td> <td colspan="2">CARRIAGE OF CARGO</td> <td><input type="checkbox"/> 0</td> <td colspan="4">OTHER (Specify)</td> </tr> <tr> <td><input type="checkbox"/> 4</td> <td>EXPERIMENTAL (Indicate operation(s) to be conducted)</td> <td><input type="checkbox"/> 1</td> <td colspan="2">RESEARCH AND DEVELOPMENT</td> <td><input type="checkbox"/> 2</td> <td colspan="2">AMATEUR BUILT</td> <td><input type="checkbox"/> 3</td> <td>EXHIBITION</td> </tr> <tr> <td></td> <td></td> <td><input type="checkbox"/> 4</td> <td colspan="2">RACING</td> <td><input type="checkbox"/> 5</td> <td colspan="2">CREW TRAINING</td> <td><input type="checkbox"/></td> <td>MKT. SURVEY</td> </tr> <tr> <td></td> <td></td> <td><input type="checkbox"/> 0</td> <td colspan="7">TO SHOW COMPLIANCE WITH FAR</td> </tr> <tr> <td><input type="checkbox"/> 8</td> <td>SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side)</td> <td><input type="checkbox"/> 1</td> <td colspan="7">FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE</td> </tr> <tr> <td></td> <td></td> <td><input type="checkbox"/> 2</td> <td colspan="7">EVACUATE FROM AREA OF IMPENDING DANGER</td> </tr> <tr> <td></td> <td></td> <td><input type="checkbox"/> 3</td> <td colspan="7">OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT</td> </tr> <tr> <td></td> <td></td> <td><input type="checkbox"/> 4</td> <td colspan="2">DELIVERING OR EXPORT</td> <td><input type="checkbox"/> 5</td> <td colspan="4">PRODUCTION FLIGHT TESTING</td> </tr> <tr> <td></td> <td></td> <td><input type="checkbox"/> 6</td> <td colspan="7">CUSTOMER DEMONSTRATION FLIGHTS</td> </tr> </table>									<input type="checkbox"/> 2	<input type="checkbox"/> LIMITED	<input type="checkbox"/> 1	CLASS I						<input type="checkbox"/> 5	PROVISIONAL (Indicate class)	<input type="checkbox"/> 2	CLASS II						<input type="checkbox"/> 3	RESTRICTED (Indicate operation(s) to be conducted)	<input type="checkbox"/> 1	AGRICULTURE AND PEST CONTROL		<input type="checkbox"/> 2	AERIAL		<input type="checkbox"/> 3	AERIAL ADVERTISING			<input type="checkbox"/> 4	FOREST (Wildlife conservation)		<input type="checkbox"/> 5	PATROLLING		<input type="checkbox"/> 6	WEATHER CONTROL			<input type="checkbox"/> 7	CARRIAGE OF CARGO		<input type="checkbox"/> 0	OTHER (Specify)				<input type="checkbox"/> 4	EXPERIMENTAL (Indicate operation(s) to be conducted)	<input type="checkbox"/> 1	RESEARCH AND DEVELOPMENT		<input type="checkbox"/> 2	AMATEUR BUILT		<input type="checkbox"/> 3	EXHIBITION			<input type="checkbox"/> 4	RACING		<input type="checkbox"/> 5	CREW TRAINING		<input type="checkbox"/>	MKT. SURVEY			<input type="checkbox"/> 0	TO SHOW COMPLIANCE WITH FAR							<input type="checkbox"/> 8	SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side)	<input type="checkbox"/> 1	FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE									<input type="checkbox"/> 2	EVACUATE FROM AREA OF IMPENDING DANGER									<input type="checkbox"/> 3	OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT									<input type="checkbox"/> 4	DELIVERING OR EXPORT		<input type="checkbox"/> 5	PRODUCTION FLIGHT TESTING						<input type="checkbox"/> 6	CUSTOMER DEMONSTRATION FLIGHTS						
<input type="checkbox"/> 2	<input type="checkbox"/> LIMITED	<input type="checkbox"/> 1	CLASS I																																																																																																																																					
<input type="checkbox"/> 5	PROVISIONAL (Indicate class)	<input type="checkbox"/> 2	CLASS II																																																																																																																																					
<input type="checkbox"/> 3	RESTRICTED (Indicate operation(s) to be conducted)	<input type="checkbox"/> 1	AGRICULTURE AND PEST CONTROL		<input type="checkbox"/> 2	AERIAL		<input type="checkbox"/> 3	AERIAL ADVERTISING																																																																																																																															
		<input type="checkbox"/> 4	FOREST (Wildlife conservation)		<input type="checkbox"/> 5	PATROLLING		<input type="checkbox"/> 6	WEATHER CONTROL																																																																																																																															
		<input type="checkbox"/> 7	CARRIAGE OF CARGO		<input type="checkbox"/> 0	OTHER (Specify)																																																																																																																																		
<input type="checkbox"/> 4	EXPERIMENTAL (Indicate operation(s) to be conducted)	<input type="checkbox"/> 1	RESEARCH AND DEVELOPMENT		<input type="checkbox"/> 2	AMATEUR BUILT		<input type="checkbox"/> 3	EXHIBITION																																																																																																																															
		<input type="checkbox"/> 4	RACING		<input type="checkbox"/> 5	CREW TRAINING		<input type="checkbox"/>	MKT. SURVEY																																																																																																																															
		<input type="checkbox"/> 0	TO SHOW COMPLIANCE WITH FAR																																																																																																																																					
<input type="checkbox"/> 8	SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side)	<input type="checkbox"/> 1	FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE																																																																																																																																					
		<input type="checkbox"/> 2	EVACUATE FROM AREA OF IMPENDING DANGER																																																																																																																																					
		<input type="checkbox"/> 3	OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT																																																																																																																																					
		<input type="checkbox"/> 4	DELIVERING OR EXPORT		<input type="checkbox"/> 5	PRODUCTION FLIGHT TESTING																																																																																																																																		
		<input type="checkbox"/> 6	CUSTOMER DEMONSTRATION FLIGHTS																																																																																																																																					
<input type="checkbox"/> C <input type="checkbox"/> 6 MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited," as applicable.)																																																																																																																																								
<table border="0"> <tr> <td colspan="4"><b>A. REGISTERED OWNER</b> (As shown on certificate of aircraft registration)</td> <td colspan="5"><b>IF DEALER, CHECK HERE</b></td> </tr> <tr> <td colspan="4">NAME <b>Mr. S. Flint</b></td> <td colspan="5">ADDRESS <b>346 Oak Street, Livittown, FL 98712</b></td> </tr> </table>									<b>A. REGISTERED OWNER</b> (As shown on certificate of aircraft registration)				<b>IF DEALER, CHECK HERE</b>					NAME <b>Mr. S. Flint</b>				ADDRESS <b>346 Oak Street, Livittown, FL 98712</b>																																																																																																																		
<b>A. REGISTERED OWNER</b> (As shown on certificate of aircraft registration)				<b>IF DEALER, CHECK HERE</b>																																																																																																																																				
NAME <b>Mr. S. Flint</b>				ADDRESS <b>346 Oak Street, Livittown, FL 98712</b>																																																																																																																																				
<table border="0"> <tr> <td colspan="9"><b>B. AIRCRAFT CERTIFICATION BASIS</b> (Check applicable blocks and complete items as indicated)</td> </tr> <tr> <td><input checked="" type="checkbox"/> X</td> <td colspan="4">AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) <b>3A12 Rev. 35</b></td> <td><input checked="" type="checkbox"/> X</td> <td colspan="4">AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) <b>92-26</b></td> </tr> <tr> <td></td> <td colspan="4">AIRCRAFT LISTING (Give page number(s)) <b>N/A</b></td> <td><input checked="" type="checkbox"/> X</td> <td colspan="4">SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) <b>SA 00986 CE</b></td> </tr> </table>									<b>B. AIRCRAFT CERTIFICATION BASIS</b> (Check applicable blocks and complete items as indicated)									<input checked="" type="checkbox"/> X	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) <b>3A12 Rev. 35</b>				<input checked="" type="checkbox"/> X	AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) <b>92-26</b>					AIRCRAFT LISTING (Give page number(s)) <b>N/A</b>				<input checked="" type="checkbox"/> X	SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) <b>SA 00986 CE</b>																																																																																																						
<b>B. AIRCRAFT CERTIFICATION BASIS</b> (Check applicable blocks and complete items as indicated)																																																																																																																																								
<input checked="" type="checkbox"/> X	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) <b>3A12 Rev. 35</b>				<input checked="" type="checkbox"/> X	AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) <b>92-26</b>																																																																																																																																		
	AIRCRAFT LISTING (Give page number(s)) <b>N/A</b>				<input checked="" type="checkbox"/> X	SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) <b>SA 00986 CE</b>																																																																																																																																		
<table border="0"> <tr> <td colspan="9"><b>C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS</b></td> </tr> <tr> <td><input checked="" type="checkbox"/> X</td> <td colspan="2">CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173.</td> <td colspan="3">TOTAL AIRFRAME HOURS <b>3400.0</b></td> <td><input type="checkbox"/> 3</td> <td colspan="3">EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed) <b>15.2</b></td> </tr> </table>									<b>C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS</b>									<input checked="" type="checkbox"/> X	CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173.		TOTAL AIRFRAME HOURS <b>3400.0</b>			<input type="checkbox"/> 3	EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed) <b>15.2</b>																																																																																																															
<b>C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS</b>																																																																																																																																								
<input checked="" type="checkbox"/> X	CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173.		TOTAL AIRFRAME HOURS <b>3400.0</b>			<input type="checkbox"/> 3	EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed) <b>15.2</b>																																																																																																																																	
<table border="0"> <tr> <td colspan="9"><b>D. CERTIFICATION</b> - I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.</td> </tr> <tr> <td colspan="3">DATE OF APPLICATION <b>01/23/1993</b></td> <td colspan="3">NAME AND TITLE (Print or type) <b>Mr. S. Flint, Owner</b></td> <td colspan="3">SIGNATURE <b>S. Flint</b></td> </tr> </table>									<b>D. CERTIFICATION</b> - I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.									DATE OF APPLICATION <b>01/23/1993</b>			NAME AND TITLE (Print or type) <b>Mr. S. Flint, Owner</b>			SIGNATURE <b>S. Flint</b>																																																																																																																
<b>D. CERTIFICATION</b> - I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.																																																																																																																																								
DATE OF APPLICATION <b>01/23/1993</b>			NAME AND TITLE (Print or type) <b>Mr. S. Flint, Owner</b>			SIGNATURE <b>S. Flint</b>																																																																																																																																		
<table border="0"> <tr> <td colspan="9"><b>A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY:</b> (Complete this section only if FAR part 21.183(d) applies).</td> </tr> <tr> <td><input type="checkbox"/> 2</td> <td colspan="2">FAR part 121 or 127 CERTIFICATE HOLDER (Give Certificate No.)</td> <td><input type="checkbox"/> 3</td> <td colspan="2">CERTIFICATED MECHANIC (Give Certificate No.)</td> <td><input type="checkbox"/> 6</td> <td colspan="3">CERTIFICATED REPAIR STATION (Give Certificate No.)</td> </tr> <tr> <td><input type="checkbox"/> 5</td> <td colspan="8">AIRCRAFT MANUFACTURER (Give name or firm)</td> </tr> <tr> <td colspan="3">DATE</td> <td colspan="3">TITLE</td> <td colspan="3">SIGNATURE</td> </tr> </table>									<b>A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY:</b> (Complete this section only if FAR part 21.183(d) applies).									<input type="checkbox"/> 2	FAR part 121 or 127 CERTIFICATE HOLDER (Give Certificate No.)		<input type="checkbox"/> 3	CERTIFICATED MECHANIC (Give Certificate No.)		<input type="checkbox"/> 6	CERTIFICATED REPAIR STATION (Give Certificate No.)			<input type="checkbox"/> 5	AIRCRAFT MANUFACTURER (Give name or firm)								DATE			TITLE			SIGNATURE																																																																																													
<b>A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY:</b> (Complete this section only if FAR part 21.183(d) applies).																																																																																																																																								
<input type="checkbox"/> 2	FAR part 121 or 127 CERTIFICATE HOLDER (Give Certificate No.)		<input type="checkbox"/> 3	CERTIFICATED MECHANIC (Give Certificate No.)		<input type="checkbox"/> 6	CERTIFICATED REPAIR STATION (Give Certificate No.)																																																																																																																																	
<input type="checkbox"/> 5	AIRCRAFT MANUFACTURER (Give name or firm)																																																																																																																																							
DATE			TITLE			SIGNATURE																																																																																																																																		
<table border="0"> <tr> <td colspan="9">(Check ALL applicable blocks in items A and B)</td> </tr> <tr> <td colspan="9"><b>A. I find that the aircraft described in Section I or VII meets requirements for:</b></td> </tr> <tr> <td><input type="checkbox"/> 4</td> <td colspan="8">THE CERTIFICATE REQUESTED AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE</td> </tr> <tr> <td colspan="9"><b>B. Inspection for a special flight permit under Section VII was conducted by:</b></td> </tr> <tr> <td colspan="3">DATE</td> <td colspan="2">DISTRICT OFFICE</td> <td colspan="2">DESIGNEE'S SIGNATURE AND NO.</td> <td colspan="2">FAA INSPECTOR'S SIGNATURE</td> </tr> <tr> <td colspan="3"><b>01/27/1993</b></td> <td colspan="2"><b>SW NW67</b></td> <td colspan="2"><b>4</b></td> <td colspan="2"><b>1 Joe Mendez Joe Mendez</b></td> </tr> </table>									(Check ALL applicable blocks in items A and B)									<b>A. I find that the aircraft described in Section I or VII meets requirements for:</b>									<input type="checkbox"/> 4	THE CERTIFICATE REQUESTED AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE								<b>B. Inspection for a special flight permit under Section VII was conducted by:</b>									DATE			DISTRICT OFFICE		DESIGNEE'S SIGNATURE AND NO.		FAA INSPECTOR'S SIGNATURE		<b>01/27/1993</b>			<b>SW NW67</b>		<b>4</b>		<b>1 Joe Mendez Joe Mendez</b>																																																																											
(Check ALL applicable blocks in items A and B)																																																																																																																																								
<b>A. I find that the aircraft described in Section I or VII meets requirements for:</b>																																																																																																																																								
<input type="checkbox"/> 4	THE CERTIFICATE REQUESTED AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE																																																																																																																																							
<b>B. Inspection for a special flight permit under Section VII was conducted by:</b>																																																																																																																																								
DATE			DISTRICT OFFICE		DESIGNEE'S SIGNATURE AND NO.		FAA INSPECTOR'S SIGNATURE																																																																																																																																	
<b>01/27/1993</b>			<b>SW NW67</b>		<b>4</b>		<b>1 Joe Mendez Joe Mendez</b>																																																																																																																																	

FAA Form 8130-6 (11-88) SUPERSEDES PREVIOUS EDITION



**FIGURE 4-7. SAMPLE FAA FORM 8130-6, AIRWORTHINESS APPLICATION FOR  
PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER § 21.184(c)  
(CONTINUED) (REVERSE SIDE)**

<b>VI. PRODUCTION FLIGHT TESTING</b>	<b>A. MANUFACTURER</b>		
	NAME		ADDRESS
	<b>B. PRODUCTION BASIS</b> <i>(Check applicable item)</i>		
	<input type="checkbox"/> PRODUCTION CERTIFICATE <i>(Give production certificate number)</i> <input type="checkbox"/> TYPE CERTIFICATE ONLY <input type="checkbox"/> APPROVED PRODUCTION INSPECTION SYSTEM		
	<b>C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS</b> _____		
	DATE OF APPLICATION	NAME AND TITLE <i>(Print or type)</i>	SIGNATURE

<b>VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST</b>	<b>A. DESCRIPTION OF AIRCRAFT</b>		
	REGISTERED OWNER		ADDRESS
	BUILDER (Make)		MODEL
	SERIAL NUMBER		REGISTRATION MARK
	<b>B. DESCRIPTION OF FLIGHT</b> CUSTOMER DEMONSTRATION FLIGHTS <input type="checkbox"/> <i>(Check if applicable)</i>		
	FROM		TO
	VIA	DEPARTURE DATE	DURATION
	<b>C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT</b>		
	<input type="checkbox"/> PILOT <input type="checkbox"/> CO-PILOT <input type="checkbox"/> FLIGHT ENGINEER <input type="checkbox"/> OTHER <i>(Specify)</i>		
	<b>D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:</b>		
<b>E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION:</b> <i>(Use attachment if necessary)</i>			
<b>F. CERTIFICATION</b> - I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 <u>et seq.</u> , and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.			
	DATE	NAME AND TITLE <i>(Print or type)</i>	SIGNATURE

<b>VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)</b>	<input checked="" type="checkbox"/> <b>A.</b> Operating Limitations and Markings in Compliance with FAR 91.31 as applicable	<input type="checkbox"/> <b>G.</b> Statement of Conformity, FAA Form 8130-9 <i>(Attach when required)</i>
	<input type="checkbox"/> <b>B.</b> Current Operating Limitations Attached	<input type="checkbox"/> <b>H.</b> Foreign Airworthiness Certification for Import Aircraft <i>(Attach when required)</i>
	<input type="checkbox"/> <b>C.</b> Data, Drawings, Photographs, etc. <i>(Attach when required)</i>	<input checked="" type="checkbox"/> <b>I.</b> Previous Airworthiness Certificate Issued in Accordance with <b>FAR 21.191(b)</b> <b>CAR</b> _____ <i>(Original Attached)</i>
	<input checked="" type="checkbox"/> <b>D.</b> Current Weight and Balance Information Available in Aircraft	<input checked="" type="checkbox"/> <b>J.</b> Current Airworthiness Certificate Issued in Accordance with <b>FAR 21.191(c)</b> _____ <i>(Copy attached)</i>
	<input type="checkbox"/> <b>E.</b> Major Repair and Alteration, FAA Form 337 <i>(Attach when required)</i>	
	<input checked="" type="checkbox"/> <b>F.</b> This inspection Recorded in Aircraft Records	

**FIGURE 4-8. SAMPLE FAA FORM 8130-7, SPECIAL AIRWORTHINESS CERTIFICATE  
FOR PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER § 21.184(c)  
(FACE SIDE ONLY)**

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION <b>SPECIAL AIRWORTHINESS CERTIFICATE</b>		
<b>A</b>	CATEGORY/DESIGNATION Primary Category	
	PURPOSE	
<b>B</b>	MANU-FACTURER	NAME N/A
		ADDRESS N/A
<b>C</b>	FLIGHT	FROM N/A
		TO N/A
<b>D</b>	N- 7897T	SERIAL NO. 172A-001
	BUILDER Cessna Aircraft Corp.	MODEL 172A
<b>E</b>	DATE OF ISSUANCE 01-27-1993	EXPIRY Unlimited
	OPERATING LIMITATIONS DATED N/A	ARE PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE <i>Jose Mendez</i> Jose Mendez	DESIGNATION OR OFFICE NO. NW24
	Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATION.	

FAA Form 8130-7 (10/82)

SEE REVERSE SIDE

**FIGURE 4-9. SAMPLE OPERATING LIMITATIONS FOR PRIMARY CATEGORY  
AIRCRAFT CERTIFICATED UNDER § 21.184(c)**

PRIMARY CATEGORY AIRCRAFT OPERATING LIMITATIONS

Make: CESSNA  
Model: 172A

Registration Number: N7897T  
Serial Number: 172A-001

1. No person may operate a primary category aircraft for carrying persons or property for compensation or hire.
2. No person may operate a primary category aircraft that is maintained by the pilot-owner under an approved special inspection and maintenance program except:
  - a. The pilot-owner; or
  - b. A designee of the pilot-owner, provided that the pilot-owner does not receive compensation for the use of the aircraft.
3. No person may operate a primary category aircraft certificated under FAR 21.184 unless within the preceding 12 calendar months the annual inspection required by FAR 91.409(a) has been performed. A 100-hour inspection required by FAR 91.409(b) is required if the aircraft is used for rental or flight instruction for hire. The aircraft may only be returned to service by persons authorized by FAR 43.7.
4. A primary category aircraft does not meet the requirements of applicable, comprehensive, and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation. It may not be operated over any other country without the special permission of the country. Evidence of that permission must be carried aboard the aircraft along with the U.S. airworthiness certificate, and be made available to the FAA or CAA in the country of operation upon request.

# FIGURE 4-10. SAMPLE FAA FORM 8130-6, AIRWORTHINESS APPLICATION FOR PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER § 21.191(h) (FACE SIDE)

Form Approved  
O.M.B. No. 2120-0018

 U.S. Department of Transportation Federal Aviation Administration		<b>APPLICATION FOR AIRWORTHINESS CERTIFICATE</b>		<b>INSTRUCTIONS</b> - Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable.							
		1. REGISTRATION MARK <b>N654GL</b>		2. AIRCRAFT BUILDER'S NAME (Make) <b>Night</b>		3. AIRCRAFT MODEL DESIGNATION <b>N7-XRay</b>		4. YR. MFR. <b>1990</b>		FAA CODING	
		5. AIRCRAFT SERIAL NO. <b>NX09</b>		6. ENGINE BUILDER'S NAME (Make) <b>TCM</b>		7. ENGINE MODEL DESIGNATION <b>IO-360-ES</b>					
		8. NUMBER OF ENGINES <b>One</b>		9. PROPELLER BUILDER'S NAME (Make) <b>McCauley</b>		10. PROPELLER MODEL DESIGNATION <b>2A34C209</b>		11. AIRCRAFT IS (Check if applicable) <input checked="" type="checkbox"/> IMPORT			
<b>I. AIRCRAFT DESCRIPTION</b>		<b>APPLICATION IS HEREBY MADE FOR:</b> (Check applicable items)									
		A <input type="checkbox"/> 1 STANDARD AIRWORTHINESS CERTIFICATE (Indicate category) <input type="checkbox"/> NORMAL <input type="checkbox"/> UTILITY <input type="checkbox"/> ACROBATIC <input type="checkbox"/> TRANSPORT <input type="checkbox"/> GLIDER <input type="checkbox"/> BALLOON									
		B <input checked="" type="checkbox"/> SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items) <b>Primary</b>									
		2 <input type="checkbox"/> LIMITED									
		5 <input type="checkbox"/> PROVISIONAL (Indicate class)									
		3 <input type="checkbox"/> RESTRICTED (Indicate operation(s) to be conducted)		1 <input type="checkbox"/> CLASS I		2 <input type="checkbox"/> CLASS II					
				1 <input type="checkbox"/> AGRICULTURE AND PEST CONTROL		2 <input type="checkbox"/> AERIAL		3 <input type="checkbox"/> AERIAL ADVERTISING			
				4 <input type="checkbox"/> FOREST (Wildlife conservation)		5 <input type="checkbox"/> PATROLLING		6 <input type="checkbox"/> WEATHER CONTROL			
				7 <input type="checkbox"/> CARRIAGE OF CARGO		0 <input type="checkbox"/> OTHER (Specify)					
		4 <input type="checkbox"/> EXPERIMENTAL (Indicate operation(s) to be conducted)		1 <input type="checkbox"/> RESEARCH AND DEVELOPMENT		2 <input type="checkbox"/> AMATEUR BUILT		3 <input type="checkbox"/> EXHIBITION			
		4 <input type="checkbox"/> RACING		5 <input type="checkbox"/> CREW TRAINING				MKT. SURVEY			
		0 <input checked="" type="checkbox"/> TO SHOW COMPLIANCE WITH FAR									
		1 <input type="checkbox"/> FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE									
		2 <input type="checkbox"/> EVACUATE FROM AREA OF IMPENDING DANGER									
		3 <input type="checkbox"/> OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT									
		4 <input type="checkbox"/> DELIVERING OR EXPORT		5 <input type="checkbox"/> PRODUCTION FLIGHT TESTING							
		6 <input type="checkbox"/> CUSTOMER DEMONSTRATION FLIGHTS									
C <input type="checkbox"/> 6 MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited," as applicable.)											
<b>II. CERTIFICATION REQUESTED</b>		<b>A. REGISTERED OWNER</b> (As shown on certificate of aircraft registration) <b>IF DEALER, CHECK HERE</b> <input type="checkbox"/>									
		NAME <b>Mary Test</b>					ADDRESS <b>78 China Drive, Jumping, TX 89765</b>				
		<b>B. AIRCRAFT CERTIFICATION BASIS</b> (Check applicable blocks and complete items as indicated)									
		<input checked="" type="checkbox"/> AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) <b>A1W1</b>					<input checked="" type="checkbox"/> AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) <b>92-25</b>				
		AIRCRAFT LISTING (Give page number(s)) <b>N/A</b>					SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) <b>N/A</b>				
		<b>C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS</b>									
		<input checked="" type="checkbox"/> CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173.					TOTAL AIRFRAME HOURS <b>2.2</b>		3 <input type="checkbox"/> EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed) <b>-0-</b>		
		<b>D. CERTIFICATION</b> - I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.									
		DATE OF APPLICATION <b>01/23/1993</b>					NAME AND TITLE (Print or type) <b>Mary Test, Owner</b>				
							SIGNATURE <b>Mary Test</b>				
<b>IV. INSPECTION AGENCY VERIFICATION</b>		<b>A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY:</b> (Complete this section only if FAR part 21.183(d) applies).									
		2 <input type="checkbox"/> FAR part 121 or 127 CERTIFICATE HOLDER (Give Certificate No.)		3 <input type="checkbox"/> CERTIFICATED MECHANIC (Give Certificate No.)		6 <input type="checkbox"/> CERTIFICATED REPAIR STATION (Give Certificate No.)					
		5 <input type="checkbox"/> AIRCRAFT MANUFACTURER (Give name or firm)									
		DATE		TITLE				SIGNATURE			
<b>V. FAA REPRESENTATIVE CERTIFICATION</b>		(Check ALL applicable blocks in items A and B) <b>A. I find that the aircraft described in Section I or VII meets requirements for:</b>									
		4 <input checked="" type="checkbox"/> THE CERTIFICATE REQUESTED AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE									
		<b>B. Inspection for a special flight permit under Section VII was conducted by:</b>									
		DATE <b>02/12/1993</b>		DISTRICT OFFICE <b>CE34</b>		DESIGNEE'S SIGNATURE AND NO. <b>4</b>		1 <input checked="" type="checkbox"/> FAA INSPECTOR CERTIFICATE HOLDER UNDER: <b>FAA 65</b> <b>FAA 121, 127 or 135</b> <b>FAA 145</b> FAA INSPECTOR'S SIGNATURE <b>Larry Kim</b> <b>Larry Kim</b>			

FAA Form 8130-6 (11-88) SUPERSEDES PREVIOUS EDITION

**FIGURE 4-10. SAMPLE FAA FORM 8130-6, AIRWORTHINESS APPLICATION FOR  
PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER § 21.191(h)  
(CONTINUED) (REVERSE SIDE)**

<b>VI. PRODUCTION FLIGHT TESTING</b>	<b>A. MANUFACTURER</b>							
	NAME		ADDRESS					
	<b>B. PRODUCTION BASIS</b> <i>(Check applicable item)</i>							
	<input type="checkbox"/> PRODUCTION CERTIFICATE <i>(Give production certificate number)</i>							
	<input type="checkbox"/> TYPE CERTIFICATE ONLY							
	<input type="checkbox"/> APPROVED PRODUCTION INSPECTION SYSTEM							
	<b>C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS</b> _____							
	DATE OF APPLICATION	NAME AND TITLE <i>(Print or type)</i>		SIGNATURE				
<b>VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST</b>	<b>A. DESCRIPTION OF AIRCRAFT</b>							
	REGISTERED OWNER		ADDRESS					
	BUILDER (Make)		MODEL					
	SERIAL NUMBER		REGISTRATION MARK					
	<b>B. DESCRIPTION OF FLIGHT</b> CUSTOMER DEMONSTRATION FLIGHTS <input type="checkbox"/> <i>(Check if applicable)</i>							
	FROM		TO					
	VIA		DEPARTURE DATE	DURATION				
	<b>C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT</b>							
	<input type="checkbox"/>	PILOT	<input type="checkbox"/>	CO-PILOT	<input type="checkbox"/>	FLIGHT ENGINEER	<input type="checkbox"/>	OTHER <i>(Specify)</i>
	<b>D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:</b>							
	<b>E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION:</b> <i>(Use attachment if necessary)</i>							
	<b>F. CERTIFICATION</b> - I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 <u>et seq.</u> and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.							
	DATE		NAME AND TITLE <i>(Print or type)</i>			SIGNATURE		
<b>VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)</b>	<input checked="" type="checkbox"/>	<b>A.</b> Operating Limitations and Markings in Compliance with FAR 91.31 as applicable			<b>G.</b> Statement of Conformity, FAA Form 8130-9 <i>(Attach when required)</i>			
	<input type="checkbox"/>	<b>B.</b> Current Operating Limitations Attached			<b>H.</b> Foreign Airworthiness Certification for Import Aircraft <i>(Attach when required)</i>			
	<input type="checkbox"/>	<b>C.</b> Data, Drawings, Photographs, etc. <i>(Attach when required)</i>			<b>I.</b> Previous Airworthiness Certificate Issued in Accordance with			
	<input checked="" type="checkbox"/>	<b>D.</b> Current Weight and Balance Information Available in Aircraft			<b>FAR</b> _____ <b>CAR</b> _____ <i>(Original Attached)</i>			
	<input checked="" type="checkbox"/>	<b>E.</b> Major Repair and Alteration, FAA Form 337 <i>(Attach when required)</i>			<b>J.</b> Current Airworthiness Certificate Issued in Accordance with			
	<input checked="" type="checkbox"/>	<b>F.</b> This inspection Recorded in Aircraft Records			<b>FAR 21.191(h)</b> _____ <i>(Copy attached)</i>			

**FIGURE 4-11. SAMPLE FAA FORM 8130-7, SPECIAL AIRWORTHINESS CERTIFICATE,  
FOR PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER § 21.191(h)  
(FACE SIDE ONLY)**

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION <b>SPECIAL AIRWORTHINESS CERTIFICATE</b>		
<b>A</b>	CATEGORY/DESIGNATION Experimental	
	PURPOSE Operating Kit-Built Aircraft	
<b>B</b>	MANU-FACTURER	NAME N/A
		ADDRESS N/A
<b>C</b>	FLIGHT	FROM N/A
		TO N/A
<b>D</b>	N- 654GL	SERIAL NO. NX09
	BUILDER Night-Test	MODEL N7-XRay
<b>E</b>	DATE OF ISSUANCE 02-12-1993	EXPIRY Unlimited
	OPERATING LIMITATIONS DATED 02-12-1993	ARE PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE <i>Larry Kim</i> Larry Kim	DESIGNATION OR OFFICE NO. CE34
	Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATION.	

FAA Form 8130-7 (10/82)

SEE REVERSE SIDE

**FIGURE 4-12. SAMPLE FAA FORM 8130-7, SPECIAL AIRWORTHINESS CERTIFICATE  
AND OPERATING LIMITATIONS FOR PRIMARY CATEGORY AIRCRAFT  
CERTIFICATED UNDER § 21.191(h)**



U.S. Department  
of Transportation  
Federal Aviation  
Administration

Small Airplane Directorate

**EXPERIMENTAL - KIT BUILT AIRCRAFT  
OPERATING LIMITATION**

MAKE: Night-Test

MODEL: N7-XRay

S/N: NX09

REG. NUMBER: N654GL

1. This aircraft shall not be operated outside the assigned test area until it has been shown to comply with Federal Aviation Regulation (FAR) Section 91.319(b). A log book entry shall be made by the person finding compliance. Flight test area (describe area needed to test aircraft).
2. No person may operate this aircraft for other than the purpose for which the special airworthiness certificate was issued and the aircraft shall be operating in accordance with the applicable FAA Air Traffic and General Operating Rules.
3. No operations shall be conducted over densely populated areas or in congested airways, except for takeoffs and landings.
4. Operator of this aircraft shall notify the control tower of the experimental nature of this aircraft when operating into or out of airports with operating control towers.
5. Unless appropriately equipped for night and/or instrument flight in accordance with FAR 91.205, this aircraft shall be operated Day VFR only.
6. This aircraft shall contain the placards, markings, etc., required by FAR 91.9, as applicable.
7. No person may operate this aircraft for carrying persons or property for compensation or hire.
8. The person operating this aircraft shall advise each person carried of the experimental nature of this aircraft.
9. Aerobatic flights are limited to the aerobatics described in the aircraft log book or contained in placards are permitted.
10. Any major change to this aircraft, as defined by FAR 21.93, invalidates the special airworthiness certificate issued for this aircraft.
11. FAA-certificated mechanics holding an Airframe and Powerplant rating, and appropriately rated repair station may perform condition inspections in accordance with Appendix D of Part 43.
12. Condition inspections shall be recorded in the aircraft maintenance records showing the following or a similarly worded statement: "I certify that this aircraft has been inspected on (insert date) in accordance with the scope and detail of Appendix D of Part 43 and found to be in a condition for safe operation." The entry will include the aircraft total time-in-service, name, signature, and certificate type and number of the person performing the inspection.

\_\_\_\_\_  
Date

\_\_\_\_\_  
FAA Representative

\_\_\_\_\_  
Designation

**FIGURE 4-17. SAMPLE LETTER TO KIT MANUFACTURER WHEN KIT IS  
DETERMINED NOT ELIGIBLE**



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

Rocky Aircraft  
67 Runway Ave.  
Panama, TX 65432

Attn: Joe C. Bath  
President

Dear Mr. Bath:

The Federal Aviation Administration (FAA) has completed evaluation of the (Aircraft Model) kit. We have determined that the kit, as evaluated at your facility on (date) and defined by (document name, date/revision), does not meet the intent of Federal Aviation Regulations § 21.191(g) because the major portion of a completed aircraft would not be fabricated and assembled by person(s) who will undertake the construction project solely for their own education or recreation.

The results of the evaluation were discussed with you on (date) by (FAA representative). You may adjust kit materials to comply with the major portion requirement and request reevaluation.

Sincerely,

Manager, Manufacturing  
Inspection Office



**FIGURE 4-18. SAMPLE UNLIMITED FAA FORM 8130-7**

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION <b>SPECIAL AIRWORTHINESS CERTIFICATE</b>		
<b>A</b>	CATEGORY/DESIGNATION RESTRICTED	
	PURPOSE AGRICULTURAL	
<b>B</b>	MANU-FACTURER	NAME N/A
		ADDRESS N/A
<b>C</b>	FLIGHT	FROM SEE ATTACHED OPERATING LIMITATIONS N/A
		TO SEE ITEM D., REVERSE SIDE OF THIS CERTIFICATE N/A
<b>D</b>	N- 32104	SERIAL NO. 2245
	BUILDER BELL	MODEL 47G-4
<b>E</b>	DATE OF ISSUANCE 12-20-1993	EXPIRY Unlimited
	OPERATING LIMITATIONS DATED 12-20-1993	ARE PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE <i>Bart J. Johnson</i> Bart J. Johnson	DESIGNATION OR OFFICE NO. NW-XX
	Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATION.	

FAA Form 8130-7 (10/82) SEE REVERSE SIDE


**FIGURE 4-19. SAMPLE FAA FORM 8130-7, SPECIAL FLIGHT PERMIT**

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION <b>SPECIAL AIRWORTHINESS CERTIFICATE</b>		
<b>A</b>	CATEGORY/DESIGNATION	Special Flight Permit
	PURPOSE	Production Flight Testing
<b>B</b>	MANUFACTURER	NAME The Boeing Company ADDRESS P.O. Box 767, Renton, Washington 13567
	<b>C</b>	FLIGHT
<b>D</b>		N- N/A
	BUILDER	N/A
<b>E</b>	DATE OF ISSUANCE	07-15-1993
	EXPIRY	07-15-1993
	OPERATING LIMITATIONS DATED N/A	ARE PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE <i>Sam T. Smith</i> Sam T. Smith	DESIGNATION OR OFFICE NO. NM-XX
Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATION.		

FAA Form 8130-7 (10/82)

SEE REVERSE SIDE

**FIGURE 4-20. SAMPLE FAA FORM 337, MAJOR REPAIR AND ALTERATION**

 <b>MAJOR REPAIR AND ALTERATION</b> <b>(Airframe, Powerplant, Propeller, or Appliance)</b>				Form Approved OMB No. 2120-0020	
				<b>For FAA Use Only</b>	
				Office Identification	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).					
<b>1. Aircraft</b>	Make Beech			Model D50A	
	Serial No. 4312			Nationality and Registration Mark N93142	
<b>2. Owner</b>	Name (As shown on registration certificate) Ted K. Bauer			Address (As shown on registration certificate) 1496 Oak Lane Vienna, VA 21666	
<b>3. For FAA Use Only</b>					
No person may operate this aircraft, as altered herein, unless it has within it an appropriate and current Special Flight Permit issued under the provisions of 14 CFR, Part 21.					
<b>4. Unit Identification</b>				<b>5. Type</b>	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
<b>6. Conformity Statement</b>					
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Flight Inc. 419 Harford Road Windsor Locks, CT 06066		<input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer		1234 Airframe Class 3	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Date 11/10/1993		Signature of Authorized Individual S.J. Wilborn S.J. Wilborn			
<b>7. Approval for Return To Service</b>					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	<input checked="" type="checkbox"/> FAA Flt. Standards Inspector	Manufacturer	Inspection Authorization		Other (Specify)
	<input type="checkbox"/> FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection 11/12/1993		Certificate or Designation No.	Signature of Authorized Individual A.W. Reed		

FAA Form 337 (12-88)

## SECTION 2. EXPORT APPROVALS

### 188. SECTION 21.323, ELIGIBILITY.

a. Individuals engaged in exporting civil aircraft and related products, including individual aircraft owners and their representatives, are eligible for an export airworthiness approval for a Class I or Class II product provided all the applicable requirements are met. Only those manufacturers who have an FAA production approval and who employ a designated representative of the Administrator are eligible to obtain export airworthiness approvals for Class III products covered by their production approvals.

(1) Section 21.323(a) allows any exporter, or his authorized representative, to obtain an export airworthiness approval for Class I or Class II products.

(2) Section 21.323(b) allows any manufacturer to obtain an export airworthiness approval for a Class III product if the manufacturer:

(a) Employs a designated representative of the Administrator who has been authorized to issue that approval.

(b) Holds either a PC, PMA, APIS, or a TSO authorization for that product.

b. Section 21.321 defines Class I, II, and III products as follows:

(1) A Class I product is a completed aircraft, aircraft engine, or propeller.

(2) A Class II product is a major component of a Class I product (e.g., wing, fuselage, empennage assembly, landing gears, power transmission, control surface, etc.) the failure of which would jeopardize the safety of a Class I product; or any part, material or appliance approved and manufactured under a TSO system in the "C" series.

(3) A Class III product is any part or component which is not a Class I or II product and includes standard parts, (e.g., those designated as AN, NAS, SAE, etc.). In general, Class III products are detail parts and minor assemblies whose failure would not jeopardize the safety of a TC product.

**189. SECTION 21.325, EXPORT AIRWORTHINESS APPROVALS.** This section covers product(s) which may be approved for export. A sample export airworthiness approval form is shown in figure 5-1 of this order.

a. **Unassembled Aircraft.** All new aircraft presented for export approval must be completely assembled and flight tested. Because compliance with the PC rules ensure conformity with the approved type design, aircraft certificated under parts 23 and 27, or CAR parts 3, 4a, and 6, as well as gliders manufactured under a PC, are exempt from this requirement. Under § 21.335(b) the exporter is required to furnish to the CAA the manufacturer's assembly instructions and the FAA-approved flight test check-off form. Care should be taken to ensure the importing country has no special requirements that prohibit exporting under these conditions.

**NOTE: Section 21.325(b)(1) authorizes the issuance of Export Certificates of Airworthiness for new or used Class I products. A used U.S.-manufactured aircraft, which is foreign owned and located in the United States, would be eligible for an Export C of A subject to compliance with the other requirements of part 21, subpart L.**

**b. Products Located in Countries Other Than the United States.** Section 21.325(b)(2) permits the issuance of export approvals for used aircraft, aircraft engines, and propellers located in other countries. The applicable FAA international office is responsible for determining whether the acceptance of these products, any necessary FAA inspections, and the issuance of these approvals would create an undue burden on the FAA. This regulation was adopted as a service to U.S. citizens abroad to assist them in the legitimate disposal of used airworthy products to other countries. Caution should be exercised to ensure that this feature of the regulation is not used as a means of obtaining an easy "rubber stamp" approval. Before accepting an application, the responsible international office should assure itself that the applicant is able and willing to meet all applicable requirements.

**c. Issuance of Export Certificate of Airworthiness for U.S.-manufactured Aircraft Located in Another Country.** The FAA will not issue Form 8130-4 to U.S.-manufactured aircraft located in another country unless it possesses a valid U.S. airworthiness certificate. The aircraft would then meet the requirements of § 21.325.

**d. The Date of Issuance of an Export Airworthiness Approval.** The date of issuance of an export airworthiness approval is the date the product was inspected by the FAA, found to comply with the applicable requirements, and determined to be airworthy.

**190. SECTION 21.327, APPLICATION.** Part I of Form 8130-1, Application for Export Certificate of Airworthiness, must be completed for Class I products. Part II of the application must be completed for Class II products. Class II products manufactured by a PC holder and Class III products produced by any PAH do not require a written application. In these cases, an oral application or request should be made to the FAA as specified in § 21.327. Chapter 8 of this order provides instructions for filling out the form.

**191. ISSUANCE OF FAA FORM 8130-4, EXPORT CERTIFICATE OF AIRWORTHINESS, FOR CLASS I PRODUCTS (§ 21.329).**

**a.** An Export C of A may be issued only for COMPLETE Class I products shown by the applicant to meet the applicable requirements specified under § 21.329. Aircraft exported disassembled under the provisions of § 21.325(b)(1)(i), (ii), or (iii), are considered complete aircraft.

**b.** Under the provisions of this section, new or used U.S.-manufactured aircraft do not require a standard airworthiness certificate or a special airworthiness certificate in the restricted or primary category to be issued prior to export, but are required to meet the requirements for such a certificate. Aircraft manufactured in another country are required to possess a valid U.S. standard airworthiness certificate issued under the provisions of § 21.183(c), or a special airworthiness certificate in the restricted category issued under the provisions of § 21.185(c). Any other aircraft not meeting the requirements for a standard airworthiness certificate, or a special airworthiness certificate in the restricted or primary category, are not

eligible to receive an Export C of A. For example, aircraft issued a special airworthiness certificate in the limited, provisional, or experimental category would not be eligible.

\*

**192. ISSUANCE OF FAA FORM 8130-3, AIRWORTHINESS APPROVAL TAG, FOR CLASS II PRODUCTS (§ 21.331).** Instructions for completing Form 8130-3 are found in Order 8130.21.

**193. ISSUANCE OF FORM 8130-3, AIRWORTHINESS APPROVAL TAG, FOR CLASS III PRODUCTS (§ 21.333).** Instructions for completing Form 8130-3 are found in Order 8130.21.

**194. RESPONSIBILITIES OF EXPORTERS (§ 21.335).** Each exporter receiving an export airworthiness approval for a product shall:

- a. Forward all documents and information necessary for proper operation of the products being exported to the CAA of the importing country.
- b. Forward the manufacturer's assembly instructions, and an FAA-approved flight test check-off form, to the CAA of the importing country when unassembled aircraft are being exported.
- c. Remove, or cause to be removed, any temporary installation incorporated on an aircraft for the purpose of export delivery and restore the aircraft to the approved configuration upon completion of the delivery flight.
- d. Secure all proper foreign entry clearances from all the countries involved when conducting sales demonstration or delivery flights.
- e. The FAA should remind the exporter of the regulatory responsibilities under § 21.335 when title to an aircraft passes or has passed to a foreign purchaser:
  - (1) Request cancellation of the U.S. registration and airworthiness certificates, giving the date of the transfer of title, the name and address of the new owner, and the name of the country to which the aircraft is being exported.
  - (2) Return the registration and airworthiness certificates, Form 8050-3 and Form 8100-2, to AFS-750.
  - (3) Submit a statement certifying that the U.S. identification and registration numbers have been removed from the aircraft and send the statement to AFS-750 at the following address (§ 45.33):

Federal Aviation Administration  
Aircraft Registration Branch, AFS-750  
P.O. Box 25504  
Oklahoma City, OK 73125-0504

**195. SPECIAL EXPORT AIRWORTHINESS APPROVAL FOR AIRCRAFT (§ 21.339).** The purpose of § 21.339 is to make it possible for an aircraft manufacturer, distributor, or exporter to

conduct sales demonstrations to prospective customers in various countries and to complete a sale without incurring the delay and expense of returning the aircraft to the United States for an FAA inspection and issuance of Form 8130-4. The following procedures apply for the issuance of an Export C of A under § 21.339:

a. Prior to issuance of the Export C of A, the FAA should determine that all of the conditions specified in § 21.339 have been met. The FAA should ensure that the exporter has all of the documents and data required by each country listed on the itinerary readily available for immediate shipment. The applicant must meet the airworthiness requirements of those other countries before Form 8130-4 is issued.

b. The FAA should screen the special requirements of each prospective importing country to determine that there is no conflict. If a conflict exists, the exporter should be advised that before an Export C of A can be issued, a statement must be obtained from each country affected, stating that the Export C of A would be validated if the aircraft is sold in that country. The statements should be referenced under "Exceptions" on Form 8130-4.

c. Upon a satisfactory showing that all the requirements of § 21.339 have been met, the FAA should issue the Export C of A. The FAA should list all countries identified on the itinerary on the supplement supplied with Form 8130-4. The certificate should be dated with the date the FAA inspector or designee issued the certificate. The serial number of the Export Assignment Card should be placed in the top right hand corner of the Export C of A and supplement. The application form, Number Assignment Card, and a copy of the Export C of A should then be forwarded to AFS-750. When issuing the Export C of A, the exporter should be advised to make ink or typewriter deletions of all countries listed on the attached supplement EXCEPT the country where the aircraft is eventually sold. The country where the aircraft is sold will be entered by the exporter, in the appropriate space on Form 8130-4 in permanent type ink or by typewriter.

**NOTE: The "E" card number should be recorded in the aircraft log book for future traceability of the Export C of A.**

## **196. RESERVED.**

## **197. DETERMINATION OF "NEW" AND "USED" PRODUCTS.**

a. The regulations do not define "new" or "used" products. There should be no problem in making this determination with uninstalled aircraft engines, propellers, or parts thereof, since any "time in service" makes them "used" products.

b. An aircraft may be considered "new" as long as ownership is retained by the manufacturer, distributor, or dealer, if there is no intervening private owner, lease, or time sharing arrangements, and the aircraft has not been used in any pilot school and/or air taxi operation. An aircraft is still considered "new" regardless of the amount of operating time logged by the manufacturer, distributor, or dealer when:

(1) The aircraft is built from spare and surplus parts, even though the parts may be "used" as well as "new" and has been operated under an experimental airworthiness certificate only for the purpose of conducting flight tests for meeting the requirements set forth in § 21.127 by the applicant and by an FAA test pilot.

(2) The aircraft has been maintained in accordance with the overhaul provisions of part 43 as applicable.

(3) The U.S. Export C of A reflects the information required by paragraph 198 of this order.

**198. PREPARATION OF EXPORT C OF A.** Upon determining that the product is satisfactory, Form 8130-4 (GPO pad only) will be prepared in duplicate. When the product being exported is an aircraft, the make, model, and serial number of all engines and propellers installed thereon shall also be listed. If the product has been determined noncompliant with any requirements, the Export C of A should not be issued until the applicant corrects the deficiency or the exporter obtains a statement from the CAA of the importing country that it will validate the Export C of A. The noncompliance(s) should be listed on the Export C of A under "Exceptions," referencing the importing country CAA statements.

**NOTE: This form does not constitute authority to operate an aircraft.**

a. When other than a domestic manufactured Class I product is being exported to a third party country with whom a bilateral agreement is in effect, the following statement will be inserted on the Export C of A under the heading: "Exceptions:" "This (product) was not manufactured in the United States and this certificate is not issued pursuant to the bilateral agreement providing for the reciprocal recognition of airworthiness certificates between the United States and the Government of (name of country) which has stated its willingness to accept this certificate under these conditions, as indicated in their communication, reference \_\_\_\_\_ dated \_\_\_\_\_."

**NOTE: The above statement would not be applicable if certain bilateral agreements provide for "third party" country acceptance of airworthiness from an importing country which is not the country of manufacture.**

b. The Export C of A is an official U.S. Government document issued to other countries. All entries must be typewritten and no erasures or strikeouts are permitted. The original and duplicate copy of the certificate shall be signed in dark (preferably black) permanent type ink over the typed name of the FAA inspector or designee. The original will be given to the applicant or applicant's representative, together with those documents required with the product. Provisions should be made to preclude the Export C of A from becoming mutilated in transit.

c. The following instructions apply to preparation of the Export C of A when temporary installations, such as provisions for extra fuel or navigational equipment, have been made for the purpose of export delivery:

(1) If the Export C of A is issued AFTER the installation has been made, either by the manufacturer or by other persons, the following statement or equivalent should be inserted under



"Exceptions:" "A temporary (insert type of installation) has been installed in this aircraft in conformity with (insert drawing numbers, or other data to which conformity was shown) to facilitate its delivery flight. This certificate is valid when the temporary installation is removed." Copies of all referenced drawings and data should accompany the original Export C of A when it is submitted to the applicant or the applicant's representative.

(2) If the Export C of A is issued PRIOR to making the temporary installation, such as at the manufacturer's plant, and the aircraft is then flown to another location for installation of the temporary equipment, the Export C of A should reflect the configuration of the aircraft at the time the certificate was issued. It then becomes the responsibility of the exporter and importer to secure whatever installation documents or data that may be required by the CAA of the country of import. The U.S. Export C of A should not be amended, reissued, or revalidated after original issuance.

- \* d. If there are no exceptions, type the word "None" after the word "Exception." If additional information is to be provided, it is permissible to type in the words "Additional Information" under the exceptions block. If the importing country has notified the FAA that it wishes to have a conforming statement to its approved design, a statement similar to the following example shall be included for new Class I products: "This product (insert aircraft, aircraft engine, or propeller) conforms to (insert importing country) approved Type Certificate Number (insert number)."

**NOTE: The conforming statement does not apply to USED aircraft, aircraft engines, or propellers.**

\*

- e. The entries at the bottom of the form should be completed as follows:

(1) Signature of Authorized Representative. The name and FAA authority of the person signing the form should be typed adjacent to or under the signature with the signature signed in black ink on the original and copy(s).

(2) Date. Enter the date the inspection of the aircraft was completed.

(3) District office or designee number.

(a) An FAA inspector should enter the district office designation.

(b) An individual designee should enter the letters DMIR/DAR and the designation number.

(c) An authorized representative under an ODAR should enter the letters ODAR and the designation number.

(d) A DOA should enter the name of the company and PC number.

**FIGURE 5-1. SAMPLE FAA FORM 8130-4, EXPORT CERTIFICATE OF AIRWORTHINESS**

*The United States of America  
Department of Transportation  
Federal Aviation Administration  
Washington, D.C.*

No. \_\_\_\_\_

## *Export Certificate of Airworthiness*

*This certifies that the product identified below and particularly described in Specification(s)<sup>1</sup> of the Federal Aviation Administration, Numbered \_\_\_\_\_ has been examined and as of the date of this certificate, is considered airworthy in accordance with a comprehensive and detailed airworthiness code of the United States Government, and is in compliance with those special requirements of the importing country filed with the United States Government, except as noted below. This certificate in no way attests to compliance with any agreements or contracts between the vendor and purchaser, nor does it constitute authority to operate an aircraft.*

*Product:*

*Manufacturer:*

*Model:*

*Serial No.:*

*New                      Newly Overhauled*

*Used Aircraft*

*Country to which exported:*

*Exceptions:*

\_\_\_\_\_  
*Signature of Authorized Representative*

\_\_\_\_\_  
*Date*

\_\_\_\_\_  
*District Office or Designee Number*

<sup>1</sup> For complete aircraft, list applicable specification or Type Certificate Data Sheet numbers for the aircraft, engine, and propeller. Applicable specifications or Type Certificate Data Sheet, if not attached to this export certificate, will have been forwarded to the appropriate governmental office of the importing country.

FAA Form 8130-4 (7-88) Formerly Form FAA 26

**FIGURE 5-2. FAA FORM 8130-1, APPLICATION FOR EXPORT AIRWORTHINESS  
APPROVAL (FACE SIDE)**

<b>APPLICATION FOR EXPORT CERTIFICATE OF AIRWORTHINESS</b>					FORM APPROVED O.M.B. No. 2120-0018	
US Department of Transportation <b>Federal Aviation Administration</b>					Export Certificate No.	
<b>INSTRUCTIONS</b> - This application is to be submitted to an authorized FAA representative (one copy) when the product(s) to be exported is (are) presented for inspection. Use Part I for Class I products and Part II for Class II. For complete aircraft execute items 1 through 11, as applicable. For engines and propellers, omit item 5A. Part III is for FAA use only.						
<b>Part I - APPLICATION FOR EXPORT CERTIFICATE OF AIRWORTHINESS (Complete items 1-11)</b>						
1. Application is made for an export certificate of airworthiness to cover the product(s) described below which is (are): <input type="checkbox"/> NEW <input type="checkbox"/> USED (Aircraft) <input type="checkbox"/> NEWLY OVERHAULED						
2. Name and address of exporter			3. Name and address of foreign purchaser		4. Country of destination	
5. Description of product(s)						
Type (a)	Make and Model (b)	Identification No.	Serial Nos. (c)	FAA Spec. No. (d)	Operating time (Hours) (e)	
					Since overhaul	Total
<b>A. AIRCRAFT</b>						
<b>B. ENGINES</b>						
<b>C. PROPELLERS</b>						
6. Does the product comply with all applicable Federal Aviation Regulations, Airworthiness Directives, and other FAA requirements? <input type="checkbox"/> YES <input type="checkbox"/> NO (Explain in "Remarks")						
7. Have applicable special requirements of the importing country been complied with? <input type="checkbox"/> YES <input type="checkbox"/> NO (Explain in "Remarks")						
8. Date title passed or is expected to pass to foreign purchaser:						
9. For overseas shipment, preservation and packaging methods used to protect product(s) against corrosion and damage (List Spec. No. or Title):  Effective duration of above methods:						
10. Remarks						
11. <b>EXPORTER'S CERTIFICATION</b> - The undersigned certifies that the above statements are true and that the product(s) described herein is (are) airworthy and in condition for safe operation except as may be noted under item 10 "Remarks," above.						
Signature of applicant or authorized representative			Title		Date	

FAA Form 8130-1 (11-88) Supersedes Previous Edition

**FIGURE 5-2. FAA FORM 8130-1, APPLICATION FOR EXPORT AIRWORTHINESS  
APPROVAL (CONTINUED) (REVERSE SIDE)**

Part II - APPLICATION FOR APPROVAL OF AERONAUTICAL PARTS (Complete items 12-20)		
12. Name and address of exporter	13. Name and address of foreign purchaser	14. Country of destination
15. Parts are eligible for installation on _____	Make and model Class I product	FAA Spec. No.
16. The parts are (check one) _____ <input type="checkbox"/> NEW <input type="checkbox"/> NEWLY OVERHAULED		
17. The parts are described (Check one) <input type="checkbox"/> Below by name, part number, and quantity <input type="checkbox"/> On the attached invoice or packing sheet, by name, part number and quantity _____		Invoice/packing sheet No.
Name (a)	Part number (b)	Quantity (c)
18. Have applicable special requirements of the importing country been complied with? <input type="checkbox"/> YES <input type="checkbox"/> NO (Explain in item 10 "Remarks")		
19. Preservation and packing methods used to protect parts against corrosion and damage (List Spec. No. or Title):  Effective duration of above methods:		
20. EXPORTER'S CERTIFICATION - I certify that the foregoing statements are true and that the parts described herein are airworthy, conform to FAA approved design data, and are in condition for safe operation except as may be noted under item 10 "Remarks."		
Signature of applicant or authorized representative	Title	Date
Part III - APPROVAL (FOR FAA USE ONLY)		
21. It is considered that the product(s) described in Part I or Part II is (are) airworthy and conform(s) to pertinent requirements except as noted in item 10. (Check one) _____ <input type="checkbox"/> Part I <input type="checkbox"/> Part II		
Signature	Number	Date
(Check one) _____ <input type="checkbox"/> DMIR <input type="checkbox"/> DAR <input type="checkbox"/> DELEGATION OPTION <input type="checkbox"/> FAA INSPECTOR		
22. Give quantity of approval tags, FAA Form 8130-3, issued for the parts described in Part II. _____		Quantity
23. EXPORT FILE SPOT CHECKED BY:		
FAA Supervising Inspector	D.O. No.	Date

**FIGURE 5-3. AC FORM 8050-72, EXPORT CERTIFICATE NUMBER ASSIGNMENT CARD**

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION  <b>EXPORT CERTIFICATE NUMBER          ASSIGNMENT CARD</b>		<b><u>CERTIFICATE</u> Nº E 244100</b>  DATE ISSUED	
PRODUCT	MANUFACTURER		EXPORT C OF A TYPE DESIGN CONFORMITY <input checked="" type="checkbox"/> EXCEPTIONS LISTED <input checked="" type="checkbox"/> NO EXCEPTIONS CHECK ONE
MODEL	SERIAL NO.*f		
EXPORTER			
FOREIGN PURCHASER			
ADDRESS			
IDENTIFICATION MARK DISPLAYED-U.S.			
EXPORT PROCESSED BY	SIGNATURE-AUTHORIZED REP.	AGENCY REPRESENTED	AGENCY OR DESIGNEE NO.

AC Form 8050-72 (10-78)

\* Indicate additional serial numbers on reverse side.

## SECTION 2. IMPORT AIRCRAFT

**211. REQUIREMENTS FOR U.S. AIRWORTHINESS CERTIFICATION.** The FAA regulations concerning issuance of airworthiness certificates for U.S.-registered aircraft (new or used) are contained in part 21, subpart H. Most of the requirements apply equally to aircraft that were manufactured outside the United States. Any additional requirements called out in parts 36, 39, 45, 47, 49, and 91 must also be met before the aircraft can be certificated. These include:

**a. United States Registration.** A U.S. registration application must be completed and submitted, and nationality and registration markings must be applied, before a U.S. airworthiness certificate may be issued. Since these are statutory requirements, the FAA can not issue an exemption from this requirement. Evidence of de-registration from the exporting country and U.S. registration is required prior to the issuance of a U.S. airworthiness certificate. The requirements for U.S. registration are in part 47, recording of aircraft titles and security documents are covered in part 49, and aircraft nationality and registration marking requirements are contained in part 45, subpart C.

**b. Product Identification.** Prior to the issuance of a U.S. airworthiness certificate, the aircraft must have an identification plate in accordance with § 21.182, and which meets the requirements of part 45, subpart B, Identification of Aircraft and Related Products.

**c. Noise and Emissions Requirements.** In addition to meeting the airworthiness standards, an aircraft must meet the noise standards of §§ 21.93(b), 21.183(e), or 21.185(d), part 36, SFAR 41, or part 91, subpart I, Operating Noise Limits, as applicable.

**d. Approved Flight Manuals, Markings, and Placards.** The aircraft must be accompanied by an approved flight manual in the English language as identified on the FAA TCDS. Also, the aircraft must have the appropriate markings and placards in the English language as specified in the FAA TCDS, flight manual, or other approved data as required by § 91.9.

**e. Logbooks and Maintenance Records.** Aircraft must be accompanied by the log books and maintenance records as specified in § 91.417 to determine the status of required inspections, life limits, and AD compliance for the airframe, engine, propeller, rotor, and appliance of an aircraft.

**f. Aircraft Location.** A U.S. airworthiness certificate will not be issued to an aircraft located outside the United States, unless the FAA finds no undue burden in administering the applicable regulations. Procedures have been established to use the services of the CAA of the country of manufacture. For issuance of a U.S. standard airworthiness certificate for new aircraft manufactured outside the United States, see appendix 1 of this order. Applicants for airworthiness certification should consult with the FAA prior to making any firm commitments to determine if certification is possible.

## 212. APPLICATION.

**a.** Application for a U.S. airworthiness certificate should be made by the registered owner, or an agent who has a letter of authorization from the registered owner, on Form 8130-6.

b. When the applicant has completed and signed the application, it should be submitted to the Certification Office, along with the CAA Export C of A.

c. Approved flight manuals, log books, and maintenance records should be made available for examination by the FAA, upon request.

### **213. AIRWORTHINESS DETERMINATION.**

a. In all cases, the FAA is required by Title 49 to make a finding that the aircraft conforms to an FAA-approved TC and that it is in a condition for safe operation before the FAA issues an airworthiness certificate for that aircraft. The FAA may base its findings, wholly or partially, on the export certification document (e.g., an Export C of A) issued by the CAA of another country, provided a bilateral agreement exists.

b. Sections 21.183(c) and 21.185(c) provide that an import aircraft type certificated under the procedures of § 21.29 is entitled to a U.S. airworthiness certificate (standard or special) if the CAA of the country of manufacture certifies, and the FAA finds, that the aircraft conforms to its approved TC and is found to be in a condition for safe operation.

c. The CAA certifications shall be made by issuance of an export certification document which contains the certification statement noted on the corresponding FAA TCDS or certifies that the aircraft meets its FAA-approved type design and is in a condition for safe operation.

d. The United States has bilateral agreements with certain countries which provide for the import of products from a country other than the country of manufacture (Third Party). In these instances, the applicant for a U.S. airworthiness certificate may show compliance with the requirements of § 21.183(c) by submitting a statement from the exporting country which certifies that the aircraft conforms to the U.S. TC and that it is in a condition for safe operation, together with the original or a certified copy of the Export C of A issued by the CAA of the country in which the aircraft was manufactured. Configuration variations, modifications, and major repairs that are not FAA-approved must be identified and approved or the differences resolved before the aircraft is accepted by the FAA. The application for a U.S. airworthiness certificate should cite §§ 21.183(d) or 21.185(b) as the basis for certification. The procedures outlined in this paragraph may also apply where the BAA/BASA Implementation Procedures for Airworthiness with the exporting country does not contain a "third country" provision and the Export C of A issued by the exporting CAA is endorsed by the CAA of the country of manufacture.

e. Paragraph 208a(2) of this order may also be applied to U.S.-manufactured aircraft being returned to the United States from a registry of another country, provided the bilateral agreements between the United States and the last country of registry contain the "third country" provision.

f. The bilateral agreements which include a "third country" provision are summarized in AC 21-23, Airworthiness Certification of Civil Aircraft, Engines, Propellers and Related Products Imported to the United States, appendix 4 (Note 7).

## **CHAPTER 7. SPECIAL FLIGHT AUTHORIZATIONS FOR NON-U.S.-REGISTERED CIVIL AIRCRAFT**

### **224. GENERAL.**

**a.** The navigation of non-U.S. registered civil aircraft in the United States is permitted under § 41703(a) of Title 49. This section is implemented by 14 CFR part 375, Navigation of Foreign Civil Aircraft Within the United States (part 375), which sets forth the rules, conditions, and limitations governing the navigation of non-U.S. civil aircraft in the United States. Part 375 also specifies that non-U.S. civil aircraft being operated in the United States shall carry a current and effective AIRWORTHINESS and REGISTRATION certificate issued or rendered valid by the country of registry. Part 375 also allows the operation in U.S. airspace, subject in some cases to prior DOT approval, of aircraft that do not carry current airworthiness certificates, but that have been issued an SFA by the FAA.

**NOTE: An SFA may be issued for any purpose, but should not be issued when there is any evidence of intent to circumvent any CFR provisions; e.g., §§ 21.183(c), 21.185(c), or part 129, Operations: Foreign Air Carriers and Foreign Operators of U.S.-registered Aircraft Engaged in Common Carriage (§ 129.1).**

**b.** A non-U.S. civil aircraft that does not have a current airworthiness certificate issued by the country of registry requires an SFA issued by the FAA (§ 91.715(a)). An aircraft registered in a country that is not a member of the ICAO would IN ALL CASES require an authorization from the DOT and an SFA issued by the FAA to be navigated in the United States.

**NOTE: A listing of ICAO member countries is contained in AC 21-2.**

### **225. ELIGIBILITY.**

**a. General.** Section 91.715 is applicable to a non-U.S. civil aircraft which DOES NOT have a current airworthiness certificate or equivalent to a U.S. standard airworthiness certificate, which indicates that the aircraft complies with a detailed and comprehensive airworthiness code as provided by ICAO Annex 8. An SFA is required for an aircraft carrying an airworthiness certificate, flight permit, or similar document issued by the country of registry that is equivalent to a U.S. special airworthiness certificate. See 14 CFR § 375.10, Certain Foreign Civil Aircraft Registered in ICAO Member States, for details concerning aircraft manufactured in a country prior to that country becoming a member of ICAO.

**b. Basic Eligibility.** An SFA will be issued when the following conditions exist:

**(1)** The aircraft is registered in an ICAO member country but does not have an airworthiness certificate attesting that the aircraft complies with ICAO Annex 8 requirements, or its airworthiness certificate is invalidated. An aircraft with an invalidated airworthiness certificate issued by the aircraft state of registry may be an aircraft that has been repaired, altered, or modified at a U.S. located facility and requires flight testing.



(2) The aircraft is registered in a non-ICAO member country regardless of the type of airworthiness certificate issued or its planned operation. An SFA is also required and may be issued for such aircraft; however, the issuing inspector should be aware that the airworthiness requirements of the country of registry may be unknown.

\* (3) If a DOT authorization is required and is being obtained concurrently with the SFA, the SFA should include a limitation stating that a copy of the DOT authorization should be carried in the aircraft when operating under the SFA. Inquiries regarding DOT authorization should be referred to: \*

Department of Transportation  
Office of International Aviation  
Foreign Carrier Licensing Division  
400 7<sup>th</sup> Street S.W.  
Washington, D.C. 20590

\* **c. Basic Ineligibility.** An SFA shall not be issued when the following conditions exist: \*

(1) If the aircraft is of foreign military registry (non-civil) and a SFA is requested, the applicant should be referred to the United States Department of State. Such aircraft may enter the United States only with a diplomatic clearance that would be issued solely on a government-to-government, non-commercial basis.

(2) If aircraft registered in certain countries have special overflight approval requirements under the nationally mandated Special Interest Flight (SIF) program. A list of the designated countries and requirements of the program are contained in FAA Order 7110.65, Air Traffic Control, chapter 8, Section 2. For requests involving aircraft identified under the SIF program, the non-U.S. owner or operator, or U.S. individual or firm acting on behalf of the owner or operator, must request overflight clearance from the FAA Office of International Aviation, AIA-100. The request must include the complete itinerary, schedule, and proposed routing through U.S. airspace. AIA-100 should be contacted for complete information.

**226. BLANKET SPECIAL FLIGHT AUTHORIZATIONS.** An SFA may be requested for an operation that will be conducted many times during a given period or for a number of aircraft engaged in the same operation (e.g., ferry flight). Therefore, a blanket SFA may be issued when deemed appropriate by the issuing office manager. If it appears the applicant is trying to circumvent U.S. registration and certification requirements, i.e., experimental exhibition, the SFA should not be issued.

## **227. APPLICATION.**

**a. General.** The application for an SFA may be in the form of a letter, telegram, or telephone facsimile from the non-U.S. owner or operator, or from a U.S. individual or firm authorized to act on behalf of the registered owner or operator. The application should be addressed to the Flight Standards Division Manager or Aircraft Certification Directorate Manager of the FAA region in which the applicant is located, or to the region within which the U.S. point of entry is located. If the aircraft is coming into the United States for original certification, the SFA should be issued by the supporting MIDO.

**b. Individual Aircraft Authorizations.** An application for an SFA should contain the following information, as applicable, and any other information deemed appropriate by the cognizant FAA field office.

(1) The name and address of the applicant, if different from that of the registered owner. If the applicant is not the registered owner, a letter from the owner appointing the applicant as agent will also be submitted.

(2) The name and address of the registered owner of the aircraft.

(3) The operating purpose for which the SFA is requested.

(4) The type of airworthiness document, if any, issued for the aircraft by the country of registry.

(5) Information such as total aircraft time, maintenance status, date of last inspection, type of inspection, and the name and title of the person performing the inspection. This information is necessary to establish that the requested flight(s) will not adversely affect safety.

(6) The make, model, and serial number of the aircraft.

(7) The assigned non-U.S. nationality and registration marks, and a valid copy of the registration document issued by the country of registry and translated into the English language.

(8) The base of operations for the proposed flights and the areas where the flights will be conducted.

(9) The proposed U.S. port of entry and the itinerary while operating in the United States.

(10) For aircraft being exported, the route to the U.S. border and ultimate destination.

\* (11) Whether the aircraft is to be modified in accordance with FAA-approved STC data, and will require maintenance flight testing in the U.S.

(12) Whether the aircraft will be used as a "test aircraft" in the development of a U.S. STC, and will require flight testing for the purpose of "showing compliance with the regulations." \*

(13) If a damaged aircraft is involved, the operating limitations, if any, assigned by the country of registry after its inspection.

(14) The duration for which the SFA is requested.

**c. Blanket Authorizations.** An application for a blanket SFA should normally contain the following information:

(1) The name and address of the promotion sponsor, or the manufacturer when the purpose is for export, as appropriate.

(2) The purpose(s) for which the blanket SFA is requested and the number of signed copies required to meet operating needs.

(3) Enough information to establish that the flights will not adversely affect safety.

(4) For air shows, etc., the name and address of the registered owner, pilot if not the owner, make, model, serial number, registration number, type of airworthiness certificate carried, reason why the aircraft does not comply with standard airworthiness requirements, and aircraft maintenance provisions. The listing of owners, pilots, and aircraft participating may be provided separately.

(5) Any other information deemed appropriate by the certificating inspector.

## 228. ISSUANCE.

**a. General.** The Aircraft Certification Directorate or Flight Standards Division Managers may delegate authority for issuance of SFA's according to FAA Order 1100.5, FAA Organization-Field, chapter 2, Section 3. If the applicant is a U.S. firm or individual acting on behalf of a non-U.S. applicant, the local office is responsible for processing the SFA. If the non-U.S. owner or operator is applying on its own behalf from its country, the Region or Directorate having jurisdiction over FAA matters in that country is the office responsible for processing the application.

**b. Format.** The various formats shown in figures 7-1 through 7-9 shall be followed during the preparation of an SFA.

**c. Numbering.** Each SFA issued will be assigned a number beginning with "01" and prefixed by the appropriate location identifier code of the FAA office, e.g., CE-39-01 or SW-41-01, as required by the latest version of FAA Order 1370.66, Aviation Safety Analysis System: Location Identifier Codes. If an SFA is extended, based on valid reasons provided by the applicant, a new SFA should be issued using the number assigned to the original followed by the suffix letter "A" e.g., CE-39-01A. In some cases an SFA may require extension more than once. The second extension would still use the original number followed by the suffix letter "B."

**d. Control.** The FAA issuing office must establish a permanent file for record and must keep at least one copy of each SFA issued. This file serves as a control in assigning sequential numbers to new issuances. An alternate system for control may be used at the Region's or Directorate's discretion. The transmittal letter should advise that the applicant is accountable for each signed copy. When authorized to make copies for export purposes, a file should be maintained containing the following information:

- (1) Name and address of the aircraft owner.
- (2) Nationality and registration marks displayed on the aircraft.
- (3) Make, model, and serial number of the aircraft.
- (4) Date the copy is issued for the aircraft.
- (5) Signature of authorized representative.

(3) **Items 6 and 7.** These items are self-explanatory; however, if the "No" box is checked, explain the deviations in item 10 and attach the original or true copy of documents stating that the product will be acceptable with the deviations listed, as received from the CAA of the importing country.

(4) **Item 8.** This item provides a means of establishing the date the ownership of the stated Class I product is expected to pass to the purchaser.

(5) **Item 9.** This item provides a means of documenting the preservation and packaging methods used to protect against corrosion and damage. It is recommended that all products be appropriately treated for corrosion and damage prevention.

(6) **Item 10.** This space should be used to convey the information required under Items 6 and 7. This space may also be used by the exporter to convey any other information pertinent to the issuance of the export airworthiness approval. Additional sheets may be attached, as necessary, and appropriately cross-referenced. In addition, list the documentation required by the regulation to be submitted with the application (§ 21.327). After review by the FAA, those documents which are required to be furnished to the importing country under § 21.335 will be returned to the applicant.

(7) **Item 11.** This certification is to be dated and signed in ink over the printed or typed name of the authorized representative of the exporter. The representative's title should be typed or printed in the space provided.

**c. Part II (For Class II Products).**

(1) **Items 12 through 14.** Self-explanatory.

\* (2) **Item 15.** The instructions contained in Order 8130.21 for entering eligibility information shall be used.

**Note: No entry is required in the "FAA Spec No." box.**

\*

(3) **Item 16.** Self-explanatory.

(4) **Item 17.** This item provides for the description and listing of the Class II products (parts) being exported. If the quantity and variety of the parts are too numerous to list in the space provided, check the second block and, on the line provided, specifically identify (and attach) a copy of the exporter's shipping document covering the parts concerned. Otherwise, check the first block and list the parts in the space provided. In either case, if more than one type of Class II product is involved, they are to be listed according to the Class I product for which they are eligible. List serial numbers, or equivalent means of identifying each physical product, and quantities in the space provided.

(5) **Item 18.** This item is self-explanatory. If the "No" box is checked, explain the noncompliance in Item 10 and attach the original, or a true copy, of the documents stating that the product will be acceptable with the deviation(s) listed, as received from the CAA of the importing country.

(6) **Item 19.** This item provides a means of documenting the preservation and packaging methods used to protect against corrosion and damage. It is recommended that all products be appropriately treated for corrosion and damage prevention.

(7) **Item 20.** This certification is to be dated and signed in ink over the printed or typed name of the authorized representative of the exporter. The representative's title should be typed or printed in the space provided.

**d. Part III. Approval (For FAA Use Only).**

(1) **Item 21.** Signature of the FAA inspector or designee should be in permanent ink over the typed name. The number should be the office identifier or designee designation number. DOA manufacturers would use their authorization number as assigned by the FAA.

(2) **Item 23.** Spot check of the file will be indicated by signature of the supervising inspector in permanent ink over the typed name with the district or regional office and date. If the file is not spot checked, omit the name and signature but enter the district or regional office number and date.

**243. EXAMINATION, REVIEW, AND ROUTING OF CERTIFICATION FILES.**

**a.** It is the responsibility of all FAA inspectors and designees to examine in detail each certification file processed to ensure accuracy, completeness, legibility, and compliance with applicable requirements, including all necessary attachments. The following list represents the primary data that is required for retention in the permanent files. These documents should be submitted to AFS-750 as applicable to the certification action. Do not include any documentation that is not required in support of the certification action.

**(1) Airworthiness Certificates.**

(a) The original Form 8130-6.

(b) Applications for special flight permits for operation of overweight aircraft only (§ 21.197(b)).

(c) Applications for an experimental airworthiness certificate should include the data required by § 21.193, as applicable.

(d) The original Form 8130-9.

(e) A copy of Form 8130-2 or any other data, drawings, photographs, etc. (when applicable).

(f) A copy of Form 337 (when applicable). Do not include referenced data forming the basis for approval of the repair or alteration.

**FIGURE 8-1. FORMS LISTING AND AVAILABILITY****1. The following forms are available through normal distribution channels:**

## FORM NUMBER, TITLE, NATIONAL STOCK NUMBER, AND UNIT OF ISSUE

FAA Form 337, Major Repair and Alteration (Airframe, Powerplant, or Appliance, 0052-00-025-8001, Hundred.

FAA Form 8100-1, Conformity Inspection Record, 0052-00-039-3000, Sheet.

FAA Form 8100-2, Standard Airworthiness Certificate, 0052-00-0-040-8001, Pad.

FAA Form 8130-1, Application for Export Certificate of Airworthiness, 0052-00-024-9004, Sheet.

FAA Form 8130-2, Conformity Certificate Military Aircraft, 0052-00-037-1001, Hundred.

\* FAA Form 8130-3, Airworthiness Approval Tag, 0052-00-012-9005, Pad. \*

FAA Form 8130-4, Export Certificate of Airworthiness, 0052-00-010-3001, Hundred.

FAA Form 8130-6, Application for Airworthiness Certificate, 0052-00-024-7004, Sheet.

FAA Form 8130-7, Special Airworthiness Certificate, 0052-693-4000, Pad.

FAA Form 8130-9, Statement of Conformity, 0052-00-025-3002, Sheet.

FAA Form 8130-10, Surplus Military Record, 0052-00-851-9000, Sheet.

FAA Form 8130-12, Eligibility Statement Amateur-Built Aircraft, 0052-00889-9001, Sheet.

**2. The following forms are NOT available through normal distribution channels:**

AC Form 8050-64, Assignment of Special Registration Numbers, is available from the FAA Aircraft Registry.

AC Form 8050-72, Export Certificate Number Assignment Card, is available from the FAA Aircraft Registry.

AC Form 4100 series, Non-certificated Public Aircraft Document, is available from the Aircraft Maintenance and Engineering Division, Oklahoma City, Oklahoma.



## **APPENDIX 1. ISSUANCE OF U.S. STANDARD AIRWORTHINESS CERTIFICATES FOR NEW AIRCRAFT MANUFACTURED OUTSIDE THE UNITED STATES**

**1. PURPOSE.** This appendix describes the procedures for issuance of Form 8100-2, for new aircraft manufactured in other countries that are to be placed on the United States Civil Aircraft Registry. This procedure is intended primarily for guidance to the U.S. aircraft owner, the CAA, the manufacturer, and the FAA Aircraft Registration Branch, AFS-750, in Oklahoma City, Oklahoma. For the purpose of this procedure, a U.S. aircraft owner may be represented by an agent as indicated § 21.173.

**NOTE: This procedure does not relieve persons involved in the standard airworthiness certification process from any responsibilities or legal requirements of part 21.**

### **2. APPLICABILITY.**

**a.** The FAA will at times seek assistance from BAA and BASA partners in the final processing, dating, and delivery of Form 8100-2 for newly manufactured aircraft destined for export to the United States. The FAA issues the form and the CAA provides assistance with specific process steps. The certificate issuing office may only apply the procedure identified in this appendix when approved by AIR-200, and the directorate with responsibility for importing the aircraft. Furthermore, the use of this procedure is only allowed if no conflict exists with the BAA/BASA of the country or jurisdiction of manufacture.

**b.** Upon request from the U.S. aircraft owner, the CAA, or jurisdiction of manufacture, the FAA may at its discretion, authorize the CAA to act on its behalf. If authorized, this activity will be performed in accordance with the detailed procedures identified in this appendix, and only for aircraft that are:

- (1) Newly manufactured in that country or jurisdiction.
- (2) Properly placed on the U.S. Civil Aircraft Registry.
- (3) Fully compliant with the requirements of the applicable FAA type certificate.
- (4) Presently in a condition for safe operation.
- (5) Accompanied by a Certificate of Airworthiness for Export from the exporting CAA.

### **3. PROCEDURE.**

**a.** The aircraft manufacturer notifies the CAA of the country or jurisdiction of manufacture that an aircraft, identified in paragraph 3b below, has been sold to a named U.S. owner and is to be placed on the U.S. Civil Aircraft Registry. As a result, the U.S. aircraft owner will be requesting issuance of Form 8100-2 at the point of manufacture.



**b.** The U.S. owner submits to AFS-750, a request for assignment of a U.S. identification number for the particular aircraft. This request will include the following information:

- (1) U.S. owner's name.
- (2) Manufacturer's name.
- (3) Aircraft type.
- (4) Aircraft model number.
- (5) Aircraft serial number.

**c.** The U.S. owner, upon receipt of the identification number, supplies it to the aircraft manufacturer for permanent marking of the aircraft (reference part 45). The U.S. owner also provides this information to the CAA for its use. This identification number will become the final registration number.

**d.** The U.S. owner notifies the manager of the FAA office that issues Standard Airworthiness Certificates for import aircraft of the desire to have Form 8100-2 issued at the point of manufacture. The U.S. owner also provides the FAA office with Form 8130-6, sections I, II, and III completed as applicable. All entries should be typed or printed legibly. Certain items in section III, Owner's Certification, are to be left blank until the final application is completed, since the information for these items is not known until the aircraft's final delivery. Form 8130-6 is considered to be "initial" until the items are completed. The items to be left blank are:

- (1) The status of compliance up to the most current and applicable airworthiness directives as indicated in the Airworthiness Directives block of subsection B, Aircraft Certification Basis.
- (2) The recording of total airframe hours (including production flight test time) in the applicable block of subsection C, Total Airframe Hours.
- (3) The date of the application as indicated in subsection D, Certification.

**NOTE: The "initial" Form 8130-6 should be filled out in accordance with AC 21-12, Application for U.S. Airworthiness Certificate, Form 8130-6, or Order 8130.2.**

**e.** The CAA notifies the manager of the FAA certificate issuing office of its desire to act on behalf of the FAA in the delivery of Form 8100-2 for the particular aircraft. The following information is to be supplied by the CAA:

- (1) Identification number of the aircraft.
- (2) Name of the U.S. aircraft owner.

- (3) Scheduled aircraft delivery date.

**NOTE: A letter of ongoing support from an individual CAA can be the method of FAA notification upon acceptance by the FAA certificate issuing office.**

- f. The FAA certificate issuing office prepares Form 8100-2, including two carbon copies.

(1) List in block 5 any existing exemptions granted by the FAA which are applicable to the aircraft, as cited on the Type Certificate Data Sheet (TCDS) or other official correspondence.

(2) Leave the date of issuance block blank.

(3) Sign the original and two copies in blue ink and forward them to the designated CAA point of contact. Blue ink is used so that the original signature can be easily identified.

(4) The following sentence is to be included in the transmittal letter from the FAA certificate issuing office: "Do not deliver this Standard Airworthiness Certificate, issued for the subject aircraft above, until AFS-750 or this office has notified you that the aircraft has been properly registered."

**NOTE: If AFS-750 notifies the CAA directly, they are to also notify the FAA certificate issuing office that the aircraft is registered and that the CAA has been notified.**

- g. The aircraft manufacturer installs an identification plate on the aircraft that meets the requirements of § 45.11 upon completion of all necessary flight tests and inspections. The aircraft manufacturer also applies the nationality and registration marks to the aircraft in accordance with § 45.21.

**NOTE: The FAA has, in some cases, granted regulatory exemptions permitting alternate mounting locations of aircraft identification plates for certain aircraft of qualifying air carriers. Any aircraft whose identification plate is mounted in a location other than that which is required in § 45.11 must be covered by the provisions of a current regulatory exemption for alternate identification plate location.**

- h. The CAA issues a Certificate of Airworthiness for Export for the aircraft after completing all tasks and inspections necessary to determine the aircraft conforms to the FAA-approved type design and is in condition for safe operation. This certificate must contain the certification statement prescribed in the applicable FAA TCDS under the heading "Import Requirements."

**NOTE: If any nonconformities, deviations, or exceptions exist, the CAA must obtain written concurrence and acceptance of these conditions from the FAA certificate issuing office prior to delivering Form 8100-2 for the subject aircraft. Conditions of this nature may disqualify the aircraft from receiving the intended Form 8100-2 due to its inability to fully meet the requirements of the U.S. type certificate.**

i. Additional work performed after issuance of CAA Export Certificate of Airworthiness.

(1) If any additional work (e.g., modifications, alteration, repairs, etc.) is performed on the aircraft by the manufacturer after issuance of the CAA's Export Certificate of Airworthiness, and prior to receipt of the U.S. Standard Airworthiness Certificate, the following must be accomplished:

(a) The work must be controlled, documented, and completed by the manufacturer under its CAA-approved production quality control system and associated procedures.

(b) The exporting CAA will review the manufacturer's additional completed work to ensure that the aircraft continues to remain in full compliance to its FAA-approved type design and is in condition for safe operation. If the CAA is satisfied that these requirements are fully met, the U.S. Standard Airworthiness Certificate may be released to the registered owner/operator as per paragraph 3h of this procedure.

(2) If any additional work (e.g., modifications, alterations, repairs, etc.) is performed on the aircraft by someone other than the manufacturer (which may also include any other persons or organizations under the direct control of the manufacturer), after issuance of the CAA's Export Certificate of Airworthiness, the aircraft may possibly be disqualified from receipt of the U.S. Standard Airworthiness Certificate issued under this special procedure.

**NOTE: The CAA is not responsible for the review and acceptance of any additional work performed outside of its direct control and oversight. This includes any additional work (as described above) performed on the aircraft directly by the new U.S.-owner prior to receiving the U.S. Standard Airworthiness Certificate. The FAA issuing office could not, therefore, be assured of the continued validity of the CAA's Export Certificate of Airworthiness upon which this special procedure and the issuance of the U.S. Standard Airworthiness Certificate are based.**

(3) The new U.S.-owner/operator (or his authorized agent) may at times perform the various functions and activities which may be necessary to prepare the newly acquired aircraft for their departure flight from the manufacturer and placement into operation.

(a) These functions and activities (e.g., pre-operational servicing/maintenance, pre-flight inspections, aircraft systems functional checks, navigation/communication equipment, operational software installation, etc.) must be properly documented when necessary and may be undertaken after issuance of the CAA's Export Certificate of Airworthiness and prior to receipt of the U.S. Standard Airworthiness Certificate.

(b) After the completion of these tasks, the new U.S.-owner/operator must ensure that the aircraft has remained in full compliance to the FAA-approved type design and continued condition for safe operation. The CAA may, at its discretion, monitor these functions and activities in advance of the release of the U.S. Standard Airworthiness Certificate.

(4) The FAA certificate issuing office should be contacted by the CAA when any problems arise pertaining to these requirements which would preclude the release and delivery of the U.S. Standard Airworthiness Certificate to the new U.S.-owner/operator.

j. The aircraft manufacturer and the U.S.-owner will request the CAA to supply the U.S.-owner with a statement concerning the aircraft's current registration status in its country or jurisdiction of manufacture. The statement concerning the aircraft's current registration must attest that the particular aircraft has not been previously registered or been removed from the foreign registry if previously registered. Reference §§ 47.15(a)(1) and 47.37(b).

**NOTE: For aircraft manufactured in countries that require domestic registration as a condition for production flight checks, this step may entail some delay in final U.S. registration. Such delay may be minimized by faxing the current registration status statement directly from the CAA to AFS-750 upon completion of the production flight checks and removal of the aircraft from the domestic register. The faxed statement should identify the aircraft and name of the U.S. owner as described in paragraph b above.**

k. The U.S. owner submits to AFS-750 all information required to obtain aircraft registration. Permanent registration will be received via AC Form 8050-3, Certificate of Aircraft Registration. If the U.S. aircraft owner desires to receive a temporary registration prior to receiving the permanent one, a request should also be made at this time for Standard Form 14, Telegraphic Message. This form serves as a temporary Certificate of Aircraft Registration. The required information for aircraft registration consists of:

(1) AC Form 8050-1, Application for Aircraft Registration, including the original AC Form 8050-2, Bill of Sale, or other evidence of ownership as indicated in § 47.11.

(2) The appropriate fee (reference §§ 47.17 and 47.31).

(3) The registration status statement received from the CAA in paragraph 3j above.

l. The U.S. owner supplies the CAA with a complete Form 8130-6 after receipt of Form 8050-3 or Standard Form 14. Sections IV, V, and the entire back portion of Form 8130-6 are to be left blank. However, the items left blank from the initial form, and one additional item should now be completed as follows:

(1) The status of compliance up to the most current and applicable airworthiness directives as indicated in the Airworthiness Directives block of subsection B, Aircraft Certification Basis.

(2) The recording of total airframe hours (including production flight test time) in the applicable block of subsection C, Aircraft Operation and Maintenance Records.

(3) The final date entered by the applicant must be the same as or later than the date of the Certificate of Airworthiness for Export issued by the CAA of the country or jurisdiction of manufacture.

(a) The date cannot be later than the date entered on Form 8100-2 for the aircraft.

(b) The signature of the person in subsection D, Certification, must be that of the registered owner (or an authorized employee of the corporation or company signified as the registered owner) identified under subsection A of section III, Owner's Certification. If the signature is other than one of these persons, the application must be accompanied with a notarized letter or current power of attorney delegating the authority to act as an agent on the owner's behalf to apply for the airworthiness certificate.

(4) The specific 14 CFR reference listed in section III, Owner's Certification, subsection C, Aircraft Operation and Maintenance Records, should be lined out and changed FROM 91.173 TO 91.417.

**m.** The CAA verifies the following prior to delivery of Form 8100-2:

(1) The registered owner identified on Form 8130-6 is still the same person, company, or corporation confirmed as the final registered owner by AFS-750 on Form 8050-3 or Standard Form 14.

(2) The aircraft's "N" numbers painted on the exterior of the fuselage are identical to those assigned to the aircraft by AFS-750 on Form 8050-3 or Standard Form 14. In addition, the aircraft markings must meet the requirements of part 45.

(3) The aircraft's nationality and registration marks entered on Form 8100-2, block #1, are identical to those assigned to the aircraft by AFS-750 on Form 8050-3 or Standard Form 14.

(4) The aircraft's identification plate has all the required data and proper information, and is mounted in the proper location on the aircraft.

**n.** The CAA finalizes and installs Form 8100-2 in the aircraft as follows:

(1) The specific date on which the form was issued is entered in the Date of Issuance block on the original and on the two carbon copies. Date entries are to include the month identifier in either a three-letter format or completely spelled out, e.g., Mar or March. Date of Issuance entries must be made with a typewriter or other appropriate instrument, e.g., a mechanical date stamping device for the date entry. No handwritten entries are permitted.

(2) The original Form 8100-2 is then installed in the aircraft and the following statement is entered into the aircraft logbook: "U.S. Standard Airworthiness Certificate, issued (date), has been installed in the aircraft on behalf of (FAA certificate issuing office) on (date)."

**NOTE: The person from the CAA performing the final issuance and installation of Form 8100-2 in the aircraft must sign the aircraft logbook and include a functional title or other evidence of authorization to act on behalf of the CAA.**

**o.** The CAA faxes the documents listed below to the FAA certificate issuing office prior to the first flight of the aircraft under Form 8100-2. This action is necessary because the FAA certificate issuing office must be in possession of legal documentation in the form of on-hand file records of proper airworthiness certification prior to the aircraft's first flight.

(1) A copy of the Certificate of Airworthiness for Export.

(2) A copy of Form 8050-3 or Standard Form 14.

(3) A copy of the completed and dated Form 8100-2.

**p.** The CAA retains one carbon copy of Form 8100-2 and forwards the following documents to the manager of the FAA certificate issuing office.

(1) The remaining carbon copy of the dated Form 8100-2.

(2) The original and one copy of the completed Form 8130-6.

(3) The original and one copy of the Certificate of Airworthiness for Export issued by the CAA of the country or jurisdiction of manufacture.

(4) A copy of Form 8050-3 or Standard Form 14.

**q.** The U.S. owner takes delivery of the aircraft and installs either Form 8050-3 or Standard Form 14 (pending receipt of Form 8050-3) in the aircraft. The aircraft may then be flown or otherwise delivered to the United States.

**r.** The FAA certificate issuing office endorses Form 8130-6 by entering a statement on the form in a location that can be clearly read. This statement is required to contain the following information at a minimum:

(1) A statement indicating that the Standard Airworthiness Certificate was issued on the basis of the Certificate of Airworthiness for Export No. (number).

(2) The issuing CAA's name and the Certificate of Airworthiness for Export's date of issuance.

(3) The FAA certificate issuing office then forwards the application, along with the copy of Form 8100-2 and the original Certificate of Airworthiness for Export to AFS-750 for permanent filing.

**s.** The U.S. owner receives Form 8050-3 from AFS-750 if one has not already been obtained.

#### **4. ADMINISTRATIVE REQUIREMENTS.**

**a.** The FAA requests that the "initial" Form 8130-6 be received at least 20 days prior to the expected delivery date of the aircraft to allow ample time for authority coordination, certificate preparation, and final dispatch and delivery. An application received with less than the 20-day processing requirement will be handled on a case by case basis as available FAA resources allow.

**b.** The FAA normally will not dispatch a Form 8100-2 more than 45 days in advance of the expected delivery date unless specific circumstances warrant an earlier dispatch. Certificates will not be dispatched more than 45 days in advance for future production runs, anticipated long-range customer deliveries, etc.

**c.** In the event that Form 8100-2 is suspected of being lost in the mail, the FAA will prepare a duplicate/replacement form only after a 10-day period from the date of the mailing of the original form has elapsed. All other reasons necessitating the issuance of a duplicate/replacement form will be handled on a case by case basis as available FAA resources allow.

**d.** Any costs of overnight courier services for the dispatch and delivery of forms needing expedited delivery to the CAA point of contact will be paid for by the applicant and/or the manufacturer.

**e.** The AIR-200 approved certificate issuing office may delegate these functions to Flight Standards ASI's as necessary.